



TESTED

Megane Trophy R - can you live with it day to day?



GOODWOOD

Full report on all the French metal at the Festival of Speed

PERFORMANCE

www.performancefrenchcars.co.uk

frenchcars

THE UK'S No.1 RENAULT, PEUGEOT & CITROËN TUNING MAGAZINE

BEAST MODE!

611BHP COSSIE-POWERED CLIO

FCS REPORT

Part 2 of our huge event coverage

V6 CLIOS

Lake District road trip



NOV/DEC 2015

£4.00



9 771759 034028

BX GTI TURBO

Stunning Citroen packs a 297bhp punch



PUG 106

Track toy built by a lady with petrol in her veins!



French Car Specialists

Citroën • Renault • Peugeot

Established Since 1988

CITUNING®

www.cituninguk.com



Sales Hotline:
0115 978 4148

We have in-house manufacturing facilities and are happy to quote on unique projects, so please contact us



PRIMA RACING

www.primaracing.com



Milltek Stainless Steel Exhaust Systems
Exhaust Manifolds & Sports Cats
1800cc Stroker Conversions
Forged Pistons & Con-Rods
Competition Bearings, Cambelts, Multilayer Headgaskets
Fully Modified Cylinder Heads
Billet Lightweight Steel Flywheels
Engine & Gearbox Re-builds

ECU Re-Mapping by Superchips
Direct to head Throttle Body Kits
Clutch Kits – Competition & Standard Spec
BMC, Pipercross & Green Induction Kits
Full Engine Machining Facilities In-House
Engine Conversions
Tar-Ox Brake Kits + 6 Pot Conversions
Aeroquip Brake Hose Sets

Lowering Springs & Gaz Coilover Kits
OMP Strut Braces & Rollcages
Morette Quad Headlamp Conversions
Stylish Bodystyling, Rear Spoilers & Accessories
4 Wheel Alignment & Suspension Geometry
General Servicing & MOT
PL Alloy Wheels 'Speedline Replica'



Prima Racing, Palm Street, New Basford, Nottingham, NG7 7HS Fax: 0115 979 2427

MAIL ORDER – SECURE ONLINE ORDERING – WORLDWIDE DELIVERY



PERFORMANCE FRENCH CARS

EDITOR:

Davy Lewis

davy@performancefrenchcars.co.uk

ART EDITOR:

Graham Morecroft

ADVERTISING ENQUIRIES:

Mark Dow

mark@performancefrenchcars.co.uk

Tel: 07973 900 134

CLUB LIAISON:

Suzanne Lednor

suzanne.lednor@frenchcarshow.co.uk

SUBSCRIPTIONS & ACCOUNTS MANAGER:

Yone Macmillan

yone@frenchcarshow.co.uk

MANAGEMENT – FCS Ltd

PUBLISHER

Mark Dow

mark@performancefrenchcars.co.uk

CONTRIBUTORS:

Michael Whitesone, Matt Dear

SUBSCRIPTIONS, BACK ISSUES & DISTRIBUTION:

Available at www.performancefrenchcars.co.uk

NEWSSTAND DISTRIBUTION:

COMAG Specialist, Tavistock Works, Tavistock Road, West Drayton, Middlesex UB7 7QX 01895 433800

PRINTING: Warners Midlands plc, Bourne, Lincs

Can't find PFC Magazine in shop near you?

Email: gordon@performancefrenchcars.co.uk

Alternatively you can guarantee your copy and save money by subscribing online at:

www.performancefrenchcars.co.uk

FCS Ltd – Events & Publishing Group

PO Box 3689, Swindon SN3 9BY

Registered as a Limited Company in England & Wales.

Company No. 5259459. VAT – 871 7274 03

www.performancefrenchcars.co.uk

www.frenchcarshow.co.uk

FCS Ltd © all rights reserved. Reproduction in whole or in part is forbidden except with permission in writing from the publishers.

Note to contributors: manuscripts submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. Emails will be treated in the same way as ordinary mail – the editor cannot guarantee a personal or instant response.

Disclaimer: Technical features: Readers wishing to carry out any of the tasks outlined in technical or 'step by step' features should ensure they have the necessary skills and equipment to do so safely. FCS Ltd accept no responsibility for any injury or damage incurred in the process of following one of these features.

PERFORMANCE frenchcars



Welcome to PFC!

They say the best things in life are worth waiting for, well this month's cover car has certainly been worth the wait. Charlie Dunn's insane, Cossie-powered, Dimma Clio is one of the stars of the scene. It's taken years of hard work, dedication and money to get it to where it is today, but I for one think it's all been worth it. It's a brutal car with immense power and it gets driven properly – which is why we love it. You can read all about this stunning Clio on page 22.

The clubs are the lifeblood of any car scene, so starting with this issue, we're going to be including more club features and focus more on the clubs themselves. So if you're holding a meet, dyno

day, or club get together, we want to hear about it. We need some decent quality images and a short write-up of the day and if it's good enough we'll run it in the magazine. This issue we kick off with the CSOC Weekender at Blyton Park and the Clio V6 crew on their Lake District road trip. Enjoy the mag.

Davy

Editor

Follow us on:



We want your car!

PFC is on the hunt for quality feature cars. So if yours has got what it takes, we want to hear from you. Email pics and a brief spec to davy@performancefrenchcars.co.uk and if it hits the spot, you could get your car in the mag.

Subscribe!

Make sure you never miss an issue and get PFC delivered to your door for just £20. That's right; just £20 will get you six, glorious issues of PFC. Go to www.performancefrenchcars.co.uk to sign up today!

Mission Statement

PFC is all about celebrating fast and fun French cars. Whether you're looking to play around with your first insurance friendly ride, want to make your hot hatch faster on track, or simply need more power from your daily road car, then you'll find everything you need right here!

From inspirational feature cars, to easy to read tech guides that tell you what you need to know, we aim to cut through the b***** to give you the advice you need. Simple as that.

RED POWER

CTROEN DS3 RACING
Scorpion's own development vehicle shown in action with 2013 Scorpion Full Sports System. Professional driver required.

Aim Higher.

Reigning BTCC Champions Scorpion have released a whole range of awesome new systems aimed squarely at tuners who demand the very best. Each exhaust is hand crafted in England by the same technicians who create factory systems for the highest profile race series on the calendar; and each is bristling with the same race proven technologies - transferred directly from track to road. This technology transfer creates a unique combination of enhanced performance, distinctive sound and individual looks to deliver a truly unique driving experience. **We call it 'Red Power'. Why settle for anything less?**

SCORPION FULL SYSTEM WITH TWIN DAYTONA TAILPIPPES

 **SCORPION**
RED POWER



Tel: 01773 744 123 | email: sales@scorpion-exhausts.com

WWW.SCORPION-EXHAUSTS.COM

Scorpion // Hand crafted in England

SCORPION EXHAUSTS ARE
CHOSEN BY PROFESSIONALS IN:



**8 NEWS**

The latest updates for French car fans

12 NEW PRODUCTS

The hottest new kit for your French car

16 NEW CAR TEST

The Megane Trophy R

21 LETTERS

Have your say...

22 COSSIE CLIO

611bhp, 4x4 YB-powered Dimma Clio

30 CITROEN BX

297bhp, supercharged GTi

38 PUG 106

Track car brought back from the dead

46 V6CLIO.NET MEET

17 V6 Clios hit the Lake District

52 CLIO

Stunning Clio styled to perfection

58 FCS PART DEUX

The second installment of show action

66 CLIOSPORT OC WEEKENDER

Fast Clios head for Blyton Park

70 FESTIVAL OF SPEED

The best French cars from Goodwood

76 SPOTTED

Your cars...

96 FACEBOOK CARS

Our pick of the best cars from PFC Facebook

22**30****38****52****58****66**

OPENING SHOTS





Photo: 205 T16 by Michael Whitestone



Two new **RS** Meganes

275 Cup-S and 275 Nav versions of our favourite performance hatch back announced

The all new Megane may have been announced, but that doesn't mean the previous model is all done! Renaultsport has brought out two new RS models designed to keep this class leading hot hatch in front. There are now two version to choose from Nav and Cup-S...



Megane RS 275 Cup-S

The heart of any high-performance car is its engine, which in this case is a Renaultsport-developed 2.0-litre turbocharged unit. In normal mode it develops 250hp at 5,500rpm for comfortable everyday performance driving, but through the Renaultsport Dynamic Management system this can be increased to 275hp for truly scintillating response. At the same time there is maximum torque of 360Nm, available across a broad rev band from 3,000 to 5,000rpm. The gearbox is a slick-shifting six-speed manual with ratios chosen to maximise the dynamic performance of the engine.

Acceleration from 0-62mph is attainable in 6.0 seconds and the top speed is 158mph. The Renaultsport Dynamic Management system which gives access to the full 275hp has three

modes linked to the Electronic Stability Control (ESC). In Normal mode the car develops 250hp and has standard throttle mapping with the ESC fully on. Sport mode raises the power to 275hp and has sport throttle mapping and later ESC intervention. Race mode also delivers 275hp with sport throttle mapping, but switches off the ESC completely.

The 275 Cup-S also has the proven

Cup Chassis Pack with mechanical limited-slip differential, red paint on the Brembo four-pot brake calipers, firmer springs and dampers and a stiffer anti-roll bar, making it ideal for circuit use.

The 275 Cup-S can be supplemented with a number of options including Ohlins adjustable dampers, Akrapovič lightweight titanium exhaust system and Michelin Pilot Sport Cup 2 tyres



The Mégane RS 275 Nav

The second model in the new Mégane Renaultsport line-up is the 275 Nav, which delivers identical performance to the 275 Cup-S from the same engine, but has a specification more suited to everyday road driving.

The 275 Nav is fitted with the standard 'Sport' chassis, which still provides a formidable degree of handling finesse and precision, but has more compliant suspension. Standard wheels are the 18-inch 'Tibor' alloy wheels with a satin anthracite finish and Dunlop Sport Maxx tyres whilst the Cup Chassis Pack is available as an option.

The 275 Nav builds on the specification of the 275 Cup-S with additional standard features such as automatic lights and wipers, dual-zone climate control, hands-free keycard entry system, rear parking sensors with

colour camera, extra tinted rear side windows and tailgate, a sunvisor with illumination, chrome Renaultsport door sill plates, a 4x35W sound system and the R-Link v2 multimedia and navigation system with live traffic updates.

A unique option on the 275 Nav is the Renaultsport Leather Pack with heated front seats, carbon grey Renaultsport leather upholstery, electrically adjustable driver's seat with memory function and adjustable lumbar support. Leather Recaros are an option on both the 275 Cup-S and the 275 Nav.

Both versions are available in standard Glacier White or six metallic colours: Arctic White, Diamond Black, Mercury Silver, Titanium Grey as well as the new Flame Red – first seen on the Clio – and the iconic Liquid Yellow.



PFC NEWS IN BRIEF



DS3 DARK LIGHT

One of the most eye-catching models displayed on the DS stand at this year's Goodwood Festival of Speed was a shimmering vinyl-wrapped black DS 3. Following high levels of public interest and positive feedback, the model has now been released as a new limited edition named DS 3 Dark Light, with just 300 examples available in the UK. Featuring Perla Nera Black metallic bodywork, DS 3 Dark Light is specified with a unique clear-backed metallic vinyl wrap along each side of the car. The vinyl wrap is applied with a seamless finish and the clear backing allows the Perla Nera Black bodycolour to blend perfectly with the metallic DS monogramme design. The striking combination results in a premium and stylish new look for DS 3. The highly durable vinyl material is scratch resistant and can withstand mechanical car washes, pressure washers and fuel spills. DS 3 Dark Light is powered by the responsive and highly efficient PureTech 110 S&S petrol engine paired with the brand's latest generation EAT6 6-speed automatic transmission. This drivetrain provides a rewarding driving experience and smooth automatic gear changes, which is particularly beneficial in stop-start urban driving conditions.

Priced at £20,795 OTR. Just 300 examples are available in the UK.

SUBSCRIBE FOR JUST £20!

If you haven't done so already, then head to www.performancefrenchcars.co.uk to subscribe for just £20. That's right, get a whole year's worth of the only dedicated French car tuning magazine delivered free to your door, and receive it before it hits the shops.



NEW MEGANE UNVEILED

Striking new looks for the next generation Megane

Renault has taken the wraps of the latest Megane and it's certainly an eye catcher. A very angular front end combined with some very futuristic headlights gives the medium sized Renault some real presence. For the first time, the Megane will be available as a GT version from the start. The new Mégane GT has a front bumper redesigned to express a more sporty personality. It incorporates a broader air intake and the new grill has a honeycomb design. At the rear, the design of New Mégane GT is underscored by two chromed tailpipes that echo the air scoops further to the front and frame a spoiler inspired by the world of F1. New Mégane GT has "Renaultsport" badging at the rear, on the wings and at the front. This

sports version will be available with new "Iron Blue" paintwork, combined with "Dark Metal" touches at the front and on the body-coloured door mirrors to emphasise its affinity with the world of GT motoring. New Mégane GT also has 18-inch aluminium wheels developed especially for the model by Renaultsport. We expect the hot RS models to follow next year



FAB EFFORT!

British teenager Jack Fabby will make a piece of Michelin Clio Cup Road Series history during the championship finale at Silverstone International Circuit at the weekend, 19th/20th September, when he becomes the youngest ever driver to compete in the category – aged just 16 years and nine days.

Fabby, from Mellor in Cheshire, graduates into the series for race-converted road-going Clio Renaultsport 197 cars with top Leicestershire-based team Jade Developments after two part-seasons in the Junior Saloon Car Championship.

Prior to the move into cars in 2014, Fabby enjoyed great success in national level karting over a four year period from the age of 10 with the works Intrepid Kart UK squad. Notably, his debut in the Michelin Clio Cup Road Series will be backed by the premium kart manufacturer and the Silverstone weekend is set to be the springboard to a full campaign with Jade in the category in 2016.



JAKE HONOUR RACE UPDATE

We catch up with our very own PFC sponsored driver

PFC's sponsored driver Jake Honour has also been in action with his Jade Developments-prepared Clio. The Devizes driver bagged a fantastic win at Brands Hatch back in July. After a hard fought race against rival Luke Pinder, the win was taken on the penultimate lap at Paddock Hill Bend. At the next round at Oulton Park, Jake secured two pole positions, one fastest lap and P2 and P3 in race one and two, but the win eluded him. A good solid performance once again though. At the time of writing Jake heads into the final rounds of the Michelin Clio Cup Series at Silverstone on the 19/20th September. We wish him the best of luck!

WE WANT YOUR VIEWS!

PFC is your magazine so we want to ensure that it's filled with the kind of content you really want. So tell us what you think. Do you want to see more retro and oldschool feature cars? Should there be more how-tos and tech guides? Would you like to see more trackday and motorsport coverage? What do you think about styling and stance? Email your comments and suggestions to davy@performancefrenchcars.co.uk

THE FUTURE
BELONGS
TO THE
MAD

TOM HARDY CHARLIZE THERON NICHOLAS HOULT

MAD MAX

TAKE IT TO THE MAX

MAXimum handling MAXimum performance



Own it first on
DIGITAL HD
September 21

Out on 3D,
Blu-ray™ & DVD
October 5

WIN To celebrate the release of
Mad Max: Fury Road (on
Digital HD September 21 and
on 3D, Blu-ray™ and DVD on October 5)
Nankang are giving you the chance to win a
Home Entertainment System as well as 15
runners up who will receive a copy of *Mad
Max: Fury Road* on Blu-ray™

For your chance to win, visit...

<http://www.nankangtyre.co.uk/madmaxfuryroad>
terms and conditions apply.

NANKANG
TYRES

www.nankangtyre.co.uk



Nankang Tyre UK



@NankangTyreUK



KENNEDY MILLER MITCHELL

www.warnerbros.co.uk/madmax

#MadMax

WARNER BROS. PICTURES
©2014 Warner Bros. Ent. All Rights Reserved



SPOOX COMPONENTS 25MM ARB FOR 205 GTI

Off the back of the success of the Spoox 22mm front Anti-Roll bar for the Peugeot 205, Spoox Components once again approached Eibach, this time to design a race spec version. The result is this 25mm up-rated front bar made from cold formed, high strength spring steel. Currently being used on Spoox' very own Time Attack car this thicker bar will dramatically improve handling on track and reduce body roll through the increased stiffness over the OEM bar. Specially designed Black Series Powerflex bushes are also included in the kit, designed specifically for the track, these bushes offer increased durability and add to the overall improved handling.

PRICE: TBC

CONTACT www.spoox.co.uk www.eibach.com

FORGE CUSTOM FABRICATION

Forge has a talented team that can create literally anything for motorsport, specialist manufacturing or prototyping purposes. Working from the latest Solidworks 3D CAD software, or even a rough sketch, these alloy artisans can produce anything as one-off. Whether it be a set of titanium wheel nuts for a Bugatti EB110 or, any type of custom fuel, header or catch tank. Literally anything can be fabricated precisely to the customer's drawings to create a part that literally drops into the car for easy fitment. Essential for race and competition applications and a real boon for those looking to complete a kit or component car, or those undertaking engine swaps who need bespoke, tailored solutions for moved components or plumbing nightmares. Forge's in-house SiliconHoses.Com subsidiary can also supply literally any type or size of race quality silicone hose to complete the picture. If it's physically possible to be made in any kind of metal, they can definitely do it!

CONTACT: www.forgemotorsport.co.uk

EIBACH PRO-KIT FOR DS3

Eibach have developed their popular up-rated spring package – the Pro-Kit for the popular Citroen DS3. This 4 spring kit will lower the DS3 20-25mm on the front and 10mm on the rear giving it a hint of attitude, whilst lowering the centre of gravity will improve handling and any bias to roll. Made from Hi-Tensile steel, the same Eibach uses for all its competition springs up to and including F1, these progressively wound springs are computer matched to the factory dampers making them a simple yet very effective upgrade solution.

PRICE: £186

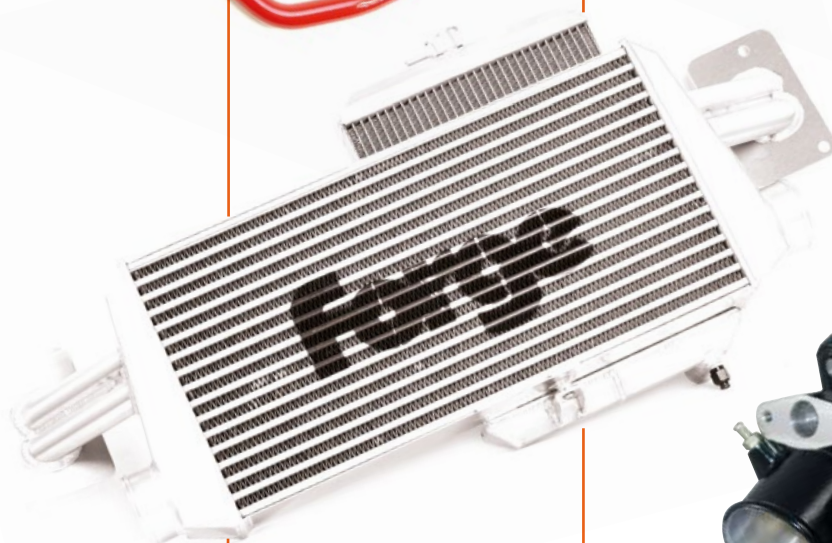
CONTACT: www.eibach.com

WEBCON ALPHA THROTTLE BODIES

These Alpha throttle bodies have been designed and developed by Webcon's engineers to satisfy the needs of the discerning performance throttle body user. Alpha throttle bodies have been proven in all levels of motorsport, from amateur trackdays to the cut-and-thrust of professional touring car series. They offer superb quality at amazingly affordable prices. Those prices are all the more incredible when you consider that each throttle body has been hand assembled by experienced Webcon engineers and 100% flow tested during the manufacturing process and as well as prior to delivery. Quality and reliability come as standard: there are fully sealed roller bearings for ultimate reliability and top quality, European made, throttle position sensors instead of the cheaper, Chinese made, versions. Alpha throttle bodies are highly versatile. They are compatible with almost all twin DCOE style manifolds and are able to accept both conventional Pintle injectors as well as the newer Pico style.

PRICE: From £286

CONTACT: www.webcon.co.uk



MOMO SENTRY ALLOY RIMS

The Sentry alloy rim from MOMO UK is a smart looking alloy that will suit a wide range of cars. The wheels are run-flat compatible and can be supplied with staggered widths front and rear if required. Many offsets are available making them suitable for a wide range of vehicles. Available in a choice of Black or Hypersilver.

PRICE: from £180 (18in)

CONTACT: www.b-gdirect.com

WATER/METHANOL INJECTION KIT

The main killer of turbo engines is detonation, which is why a water/methanol injection system really helps, by cooling temps and also increasing the octane rating. This kit from Devilsown reads the signal from the car's standard 2.5 Bar map sensor which converts boost into an electrical signal, allowing the user for an example to say start flow at 15% @ 7psi and then ramp the flow up to 100% by 18psi allowing you to create a very linear flow which in turn will create a smooth power/torque graph.

PRICE: £315.99 + P&P

CONTACT: www.methanol-injection.co.uk



V-MAXX

A U T O S P O R T

STOPPING POWER

Maximum stopping power available for a wide range of vehicles equally at home on the track or the street.

- 4-piston forged aluminium calipers
- High performance brake pads
- Grooved 2-piece discs
- Full TÜV Approval.



DROPPING POWER

V-MAXX offer an extensive range of premium spring and coilover kits, giving you maximum flexibility in setting the perfect ride height for your car.

- On car height adjustment
- High quality galvanized steel struts and gas shocks for durability
- Progressive rate sport spring kits
- Top quality, 2 year warranty & TÜV approval across all kits.



Find out more at

WWW.V-MAXX.CO.UK

THE PERFORMANCE COMPANY

EXCLUSIVE DISTRIBUTOR

T: 01933 685 840
E: mail@theperformance.co
www.theperformance.co

SCORPION EXHAUSTS

MEGANE 250 EXHAUST SYSTEM



The Megane Renault Sport 250 and later Renaultsport 265 have been widely lauded as some the performance hatchbacks of recent times, embarrassing much more expensive machinery at track days and local b-roads since the model introduction in 2010. But what about those who want even more performance from their Renaultsport? Well, Scorpion Exhausts have the answer in the form of a full 3in exhaust system... Adding a purposeful bark to your RS250, RS265 or Trophy not only sounds great but also increases power and reduces weight, all-important for real world performance. In developing the exhaust system Scorpion were keen to keep a modular approach, this means you can select a full turbo back system or add elements to your existing system to create an exhaust that suits you.

Scorpion offer the flexibility of a 3in de-cat downpipe to fit the standard exhaust, a cat-back performance system for the standard downpipe or the choice of a full turbo back exhaust system, with or without a sports cat in both resonated or non resonated sound levels – they've really got all bases covered. The Scorpion Megane Renaultsport 250/265 system is hand built in England and is finished with a ceramic black tailpipe to suit the factory bumper trim.

PRICES: from £175 for the de-cat downpipe to £1131.50 for the full resonated, turbo back system with a sports cat.

CONTACT: www.scorpion-exhausts.co.uk





Coilover Suspension Kits from £658.80
Suspension Top Mounts from £178.80
Stainless Steel Exhausts from £298.80
Upgraded Engine Mounts from £106.80
Silicone Hoses from £82.80
Upgraded Front Brake Pads from £78.00
Performance Brake kits from £160.80
Braided Brake Line Kits from £58.80
Performance Panel Filters from £34.80
Upgraded Cam Shafts from £778.80



Coilover Suspension Kits from £334.80
Suspension Top Mounts from £178.80
Stainless Steel Exhausts from £298.80
Upgraded Engine Mounts from £106.80
Silicone Hoses from £78.00
Upgraded Front Brake Pads from £44.40
Performance Brake kits from £118.80
Braided Brake Line Kits from £66.00
Performance Panel Filters from £34.80
Performance Cam Shafts from £594.00



Coilover Suspension Kits from £804.00
Lowering Spring Kits from £186.00
Stainless Steel Exhausts from £478.80
Upgraded Engine Mounts from £114.00
Silicone Hoses from £132.00
Upgraded Brake Front Pads from £106.80
Performance Brake kits from £205.02
Braided Brake Line Kits from £82.80
Performance Panel Filters from £34.80
Upgraded Cam Shafts from £778.80



NEW!
Cat Cams
Twingo RS Kit
£1450 fitted
with remap



KTR Lightweight
Flywheel
Clio 2 RS
£298.80



NEW!
New KTR
Clio 3 RS
Induction Kit
£214.80



FULL WORKSHOP & DYNO SERVICES



Coilover Suspension Kits from £1026.00
Upgraded Suspension Bushes from £166.80
Stainless Steel Exhausts from £438.00
Upgraded Engine Mounts from £114.00
Upgraded Brake Front Pads from £104.40
Performance Brake Kits from £205.02
Braided Brake Line Kits from £82.80



KTR
Megane 2 RS
3" De-Cat Pipe
£214.80



Coilover Suspension Kits from £1026.00
Stainless Steel Exhausts from £538.80
Silicone Hoses from £94.80
Upgraded Brake Front Pads from £118.80
Performance Brake kits from £344.40
Braided Brake Line Kits from £82.80
Performance Panel Filters from £34.80



KTR
Megane 3 RS
Intercooler
£594.00



RENFLASH

RenFlash is K-Tec Racing's unique remapping tool. Using RenFlash we can transfer remapped files, developed here at KTR to our customers all over the world! Using the easy to use RenFlash interface you can read the factory file from your vehicle, and receive back a tuned file to upload to your vehicle. It really is as simple as that!

Twingo RS
~~£414.00~~
£354.00

Clio 2/3 RS
~~£414.00~~
£354.00

Megane 2/3 RS
~~£594.00~~
£474.00





LIVING WITH A...

MEGANE TROPHY R

The Megane Trophy R is a stunning machine, but can you live with it day to day? We decided to find out...

The Megane Trophy R is one of the finest front drivers you'll find anywhere. This hardcore, track focused machine is an animal on a circuit and punches well above its weight. But we wanted to find out what it's like to live with day to day. So we borrowed one from those nice people at Renault and used it as our daily driver for a couple of days.

The first thing that I noticed was it has two sets of seat belts. There's the regular three point belt, but you also get the full race harnesses complete with fighter jet style centre clasp. This was a good thing, as anyone who's been in a car with

harnesses will know, they're a right pain to do up when you're in a rush. Once strapped in they also make reaching for things a bit tricky. The seats themselves are surprisingly comfy considering they're lightly padded fixed back buckets.

In Race mode, the Trophy R is serious fun. The engine note changes, the steering sharpens up and the whole car comes alive. You also get the full 271bhp to play with.

Around town it's all a bit frustrating. The car feels like it wants to be let off the leash, but you can't do it. The school run was interesting...

First up getting a child seat in the back

wasn't on as there are no rear seats. I did consider strapping my boy into the helmet net (that was a joke before anyone emails in!), but ended up fitting a booster seat on the passenger bucket. To be fair it was actually safer than stock as he was fully harnessed up securely, rather than the usual 3-point belt. He couldn't see over the dash, but I told him that's what rally co-drivers do, so he was happy with that. The car got lots of attention on the way to school, especially with the Akrapovic exhaust popping and rasping. Even at low speed and light throttle it sounds lively. Ok, it feels every bump and pot hole in the road and it's not refined, but



271bhp Engine delivers a real punch

Alcantara seats and steering wheel





"The most exciting FWD car money can buy. Fact"

it feels like you're in something special.

Next it was off to do some shopping. This was surprisingly easy too, as with no rear seats there's loads of space in the back. Unfortunately, a spirited drive him – the long way back – left most of it strewn around the car. Whoops.

I also had a photoshoot to get to, so took the Trophy R. It meant a boring motorway drive, but even this was fine. Okay, with 20kg of sound deadening removed, the semi slick tyres make a

fair bit of noise on the motorway and the cabin isn't the quietest. But it's all bearable – I even quite liked not having a radio for a change. As soon as I was able to leave the motorway, I headed for some country roads, which is where the Megane comes alive.

I honestly haven't been in another car (since the R26.R) that offers such pinpoint steering and well balanced chassis. It's so well set up and driver focused that you can feel exactly what the car is doing.

You can brake and turn in hard and late and the semi slicks, Perfo hub assembly and diff all do their thing to fling you around the corner. But when you want to just take it easy, you can leave it in stock performance mode and it's a nice normal car. Whereas something like a Porsche GT3 RS is in my opinion too harsh for a daily, the Trophy R can cope. The fantastic Ohlins dampers are progressive and compliant and can be adjusted to suit. You can simply use it to get from A to B, or you can drive it as hard as you dare – it's a car with two characters.

Some may argue that the latest 275 Cup-S (see News) offers 90% of the thrills that you get from the Trophy R, but in a more practical and comfortable package. Maybe so. But, you don't get the X-factor that a Trophy R gives you. It feels special – indeed it is with only 30 cars produced for the UK.

The most exciting FWD production car money can buy. Fact.



THE STATS

Renault Megane Trophy R

Engine:	2.0 4-cyl turbo
Power:	271bhp 360Nm
Torque:	5.8sec
0-62mph:	9.9sec
Top speed:	158mph
Price:	£36,430

We could do an advert with lots of prices in
but you already know where is best to buy from.

We could use a pretty picture and a pretty girl
but you already know where to find that.

We could tell you what our customers think
but you probably know what they're saying.

#getonline



Stocked by Amazon
Shipped on Prime



Same Day Shipping
Direct from the Factory



Use PFC15 for 15% Off

ramair-filters.co.uk
+44(0)1980 635300

revitupuk

S P O R T S & P E R F O R M A N C E
C A R S A L E S C O M P A N Y

**THE NORTH WEST'S
NUMBER ONE SUPPLIER
OF RENAULTSPORT
CARS FOR SALE**



W E A L S O B U Y C A R S - C A L L U S O N 0 7 5 2 5 8 6 6 4 8 6

www.revitupuk.com

www.facebook.com/Revitupukcom

Retro lover

Have you thought about doing a retro car section in the mag? It could be restos, tuned cars, standard, anything really as long as it's old. I love the retro stuff – the late 80s and early 90s is my era and that's the cars that do it for me. Let's see some Renault 21 Turbos, Pug 309 GTis and Citroen BX GTis! You know you want to.

Dean, via email

That's a good shout Dean, we'll see what we can find... here's a pic of a Dimma 309 to make you happy!

Got something to say? Then we want to hear it! Email your comments to davy@performancefrenchcars.co.uk



Too big?

Why do people keep putting big turbos on small cars? For me it doesn't make sense. Ok, you get some big boosting monster that's potentially very fast, but let's face it, something like a GT35 on a 106 is just daft! Good luck getting the power down when that thing comes on boost at 4,000rpm. For me, it's all about the drivability, so smaller turbos that spool up fast and create usable power. Not knocking the big snail crew by the way – just don't see the point unless you're drag racing.

Carl, via email

It's a fair point Carl, but at the end of the day, everyone has their own priorities and plans for their car – we just reflect what's going on. I've been out in some of these big turbo cars and they are fun; in a wheel spinning crazy kind of way! Check out the maddest of them all on page 22 – and this one has Cossie 4x4 power, so it can get the grunt down!

Set up

I recently bought some coilovers for my Clio 200, but the handling doesn't feel the best. It sits nice and low and the OZ wheels now look great, but I feel like something is missing. My mate said get it corner weighted, but is that really necessary for a road car?

To be fair your mate has a point, but you don't need to go that far. Corner weighting is a method for setting the weigh distribution of a car for racing. Things such as the battery and other bits are moved around as each corner of the car is balanced to take weight into account. Getting a full geometry set up is highly recommended though. Adjusting the settings for castor and camber will allow you to get the most out of the handling.



Demon Dimma

Just had to say that last issue's cover car was immense! I've followed all of Dimma's projects and for me this is the best yet. I can't believe the amount of work that went into it – Terry Pankhurst is a genius. The best part is that it's driven hard on track, so it's all proven and works really well.

Scott, via email



MILLTEK
SPORT
EXHAUSTS SPECIALIST

JADEDEVELOPMENTS
(01455) 697030

www.jadedevelopments.com

info@jadedevelopments.com

Barwell Leicestershire

Midlands premier Renault sport Specialists

- For all your Renault needs ■ Dealer level servicing that won't affect your warranty
- Latest diagnostic equipment ■ Engine upgrades from ecu upgrades to full race engines
- Suspension packages tailored to your needs from fast road to full race
- Full geometry set ups and corner weighting ■ Cambelts ■ Clutches

We are now
dealers for:





BEAST MODE!

This 611bhp 4x4 Cossie-powered Dimma Clio is an absolute animal...



It's strange how sometimes you start a project and it turns out the polar opposite of what you expected. Take Charlie Dunn's Dimma Clio – to all intents and purposes it should have been a Sierra Sapphire. Actually, in some ways it is a Sierra Sapphire, but that's only part of the story.

You see, Charlie is what you might call a veteran of the modified car world. In a career

spanning 30-years he's had 22 different madcap projects and obviously he's still going, and going bloody strong at that.

Now, I'm not sure if everything that's ever come out of his garage has been as bonkers as this, or if that's even possible but, as you'd expect from an engineer who spent a number of years building Cosworth engines for a living, many of his cars have sported the famous 24-valve YB lump.





Some, like his RS500, Sapphire 4x4 and no less than six others had the legendary 'C badge' from the factory. The rest, including a large collection of Mk3 Escorts for example, didn't but were soon retro-fitted with a whole load of turbocharged 4-pot goodness.

My point is Charlie is a Cosworth maestro. He knows the capabilities of these engines inside out and has plenty of experience not just pushing them to their limits of power delivery but, also installing them in places where they're not strictly supposed to be. Even when you know all this though, it's still pretty surprising to see 611bhp's worth of Cossie power crammed into a little (albeit thoroughly wide-assed) French motor. This one has been born out of engineering skill, a little luck and a whole load of impeccable timing.

I guess what's even more surprising here is that the Clio is a genuine Dimma job, one with all the proper paperwork and even the original factory registration plaque. Put together 15 years ago by none other than Terry Pankhurst, head of Dimma UK (a name that has cropped up more than a couple of times here in PFC) this one is about as genuine as it's possible to be. The purists can't exactly moan about the distinctive lack of Renault underpinnings either, it's always been a bare shell and, until Charlie picked it up 4-years ago, it was sitting unused and unloved in a barn.

It came up at just the right time too.

With his then current project, a Sierra Cosworth 4x4, deemed far too rotten for any sort of restoration he couldn't very well let all that running gear go to waste now could he? Yep, as if it's not enough crow-barring a YB lump to a Clio – this one has all the 4WD gubbins too.

In truth, the initial plan was to put everything into a retro-styled Escort but, after finding the Clio shell on eBay and having always been a fan of the full blown Dimma conversion, a deal was quickly thrashed out and an engineering master plan was hatched.

Suffice to say the installation wasn't exactly



Screamer pipe exits the bonnet



Fierce front end for a serious car



“An absolute beast with 611bhp!”





This Clio has serious road presence

» easy. Mating a 4WD Sierra to a Clio takes some serious head-scratching but with the help of DJ Engineering, tunnels were welded in, chassis parts we're fabricated and the unenviable job was done in record time.

As for the engine, from the spec you can see it wasn't quite a case of taking the leftover Sapphire lump, slapping it in and leaving it at that. As I've already said YB development is where Charlie really comes into his own and he's spent over 18-grand getting this one just perfect. It doesn't actually share a great deal of parts with his original YB because most of it is brand-spanking-new, right down to the super-rare 200 Cosworth block – a mere snip at £4000 from DS Motorsport.

With that rather costly foundation Charlie simply did what he does best – and that's expertly carry out just about everything that's ever been possible on a Cossie YB. And that's what's scientifically known as 'a lot.'

I'm not gonna go into every specific detail but, if you've got a spare fortnight, have a read through the spec. I have to admit I've been in this game for years but I still don't understand everything he's got going on there. I suppose you have to be an engineer, or something of a mechanical genius. What I do understand though is a turbo that's as big as your head and my head put together. I can also see it has all the trimmings usually reserved for competition cars like launch control and anti-lag. And all this in a car that weighs slightly less than a gnat's scrotum. God knows what happens when he turns on the nitrous. I'm guessing time-travel.

As crazy as it sounds too, this particular motor has also been designed to be as usable as possible. Charlie has even had the foresight to retain the factory ABS and power steering... although I'm doubtful that makes it any less lively. It certainly doesn't make it any less hardcore.

In short, it actually gets driven and that's a nice thought but, what's equally pleasing is the styling has remained pretty much how Dimma intended. I mean, you don't go painting a massive pair of whammers on the Mona Lisa, right? And none of the magic of the original has been lost here either. »





Custom side exit exhaust

BBS split rims are timeless



Leather Recaros are a nice touch



Words to make any real petrol head smile

“Performance is best described as savage”



» There is of course the big, Nissan-shaped elephant in the room, that GTi-R bonnet bulge, but sometimes form has to follow function and the alternative would be almost unthinkable to Charlie – fitting a smaller turbo. In this rare case this car needs the bulge even more than the Pulsar that donated it and, even though it's a little circa 2005 on a Clio, that's fine in my book.

In all I think I'm right in saying that Charlie's

Clio is the perfect fusion of French retro style and Cosworth's legendary engineering. Obviously you're reading *Performance French Cars*, not *Fast Ford*, right now so I know which side your automotive bread is buttered but that doesn't make this build any less impressive. Quite the opposite. Besides, there's certainly nothing wrong with taking inspiration outside La Francais once in a while. It's a big wide world out there. ■



TECH SPEC

Engine:

New Cosworth 200 block, decked and bored out 91.5mm 7.8:1 comp ratio, Wiseco forged pistons with deep valve cut outs and Armorglide-coated skirts, forged H-Beam rods with ACL bearings, lightened and balanced crank, high pressure oil and water pumps, Cosworth (big valve) ported and gas-flowed head, Ferrea race valves with titanium retainers and collets, Newman double valve springs BD14 BD16 camshafts, vernier pulleys and cambelt, Comet 4-layer steel head gasket and other gaskets, ported inlet trumpets with Airtech inlet manifold, 2000cc Siemens Dekar injectors (210lb low impedance), Fprox race exhaust manifold for twin scroll, Garrett GT42 ceramic dual ball bearing turbo with cut back blades, billet engine pulleys, Turbosmart external wastegate, Greddy E01 electronic controller with graphic display and remote control, custom screamer pipe, 3-inch intercooler hard pipes to Airtech FMIC, Airtech radiator with separate turbo radiator, Mocal front mount oil cooler, 12-inch slim line cooling fans, custom header tank, brake reservoir, breather tanks, 3-port breather system and coolant swirl pots, Wizards of Nos nitrous oxide system with purge kit and venom injectors, Motorsport Developments custom braided engine loom and live-mapped ecu custom programmed with anti-lag, launch control and wasted spark, MSD coil pack system, 4-bar map sensor, 6-bar fuel pressure regulator, custom stainless exhaust and intercooler pipe fabrication by RW developments, custom side exit exhaust system, fuel system twin Bosch 044 fuel pump with separate lift pump, ASL custom fuel cell in the boot with built in swirl pot, Cosworth MT75 Quaife gearbox and diff, lightened and balanced flywheel, AP 4-paddle Clutch kit, ABS and power steering retained.

Chassis:

17-inch BBS wheels, Avo coilovers, braided brake lines, Green stuff pads.

Interior:

Colour-coded leather Recaros, ATL gauges, Greddy on screen display with graphics for monitoring engine.

Exterior:

Original Clio Dimma shell, GTi-R bonnet bulge, extra bonnet vents, headlight vent, tow strap.

Thanks

DJ Engineering, DS Motorsport

WWW.AIRTEC-COOLING.CO.UK

AIRTEC

COOLING SOLUTIONS



RENAULT CLIO RS

DOUBLE SCOOP INTERCOOLER



AIRTEC UK



www.AIRTEC-COOLING.co.uk

01375 371449

SALES@AUTOSPECIALISTS.CO.UK



EXTRA RARE

This immaculate BX was saved from the scrappy and now makes a very healthy 297bhp...





“There are so few of these cars left now, it’s even more impressive”



It could be argued that the Citroën BX GTi 16V is one of the most underrated hot hatches of all time. It's certainly one of the rarest.

That's not to say they didn't make a few, between 1987 and 1993 they rolled-out around 3000 of 'em, but the fact is nowadays there's probably only about 30 left and, by anyone's standards, that's a pretty rapid demise.

On the face of it this motor had all the performance credentials. Along with its 'in-house' brother, the Peugeot 405 Mi16, it was the first French car to be fitted with a 16V lump. It was slightly faster than the Pug too with a 0-60 time of 7.2-seconds and a top speed in excess of 140mph... and don't forget that was way back in 1987. The special edition bits and pieces on the body, especially when it came to the 1990 Phase II model, were sweetly distinctive and the all-round disc brakes that had been fitted to the whole BX range since 1982 didn't go unnoticed either. Some say it was ahead

of its time. I'm pretty sure they're right.

So, what happened to them all? You would think that enthusiasts would be all over these right? Well, the trouble is they're unbelievably complex and, being from Citroën, when they went wrong it was generally something a tad more expensive than a thermostat. Fitted with Citroën's hydropneumatic suspension system (albeit one of the coolest inventions ever) it wasn't exactly a car that was easy to fix and that's probably why over the years many have donated their Mi16 innards to keep a 405 or the odd converted 205 ticking along. It just goes to show that sometimes being totally different to the competition doesn't always help with longevity. And that's a massive shame.

Of course the other reason may have a little to do with the styling. Like many of the older Citroëns the BX has always been something of an acquired taste. Some, like myself, think the shape is extremely cool, in a retro kinda way. Others say these look like the bastard child of Robocop



Mi16 unit
makes
297bhp





The fat pipe gives you a clue...

» and your nan's Zanussi washing machine. Either way there's no denying they all have a face that only a mother could love.

Ian Nixon, the creator of this particular supercharged beast agrees with me on that. He fully admits he's never been a fan of Citroëns but equally he couldn't step away from the serious performance the BX GTi 16 offers. "I hated them until I realised the potential. I tried to blow one of these off in my Audi 80 when I was a kid and before I looked round it was gone. I couldn't believe it." Years later Ian had a Xantia run-around and was impressed by the handling the hydropneumatic system serves up so, with that in mind, an old school BX build was always on the cards – the only trouble was finding one.

Locating a base car that's rarer than a load of hen's teeth nestling in a pile of rocking horse shite is one of those neigh-

on impossible tasks. I guess Ian was lucky coming across a car collector that wasn't exactly impressed with his. Then again 'lucky' is a relative term and a blown head gasket on the drive home kicked off an epic re-build quicker than he may have imagined.

Still, like many of us, Ian isn't the type of fella to pull off a head, chuck on another gasket and leave it at that. Being an engineer and a bloke who looks after all sorts of high-end exotica, race cars and performance motors he asked himself the eternal question "why just repair when you can improve?"

And I suppose the rest is history.

If you read through the engine spec you'll see it's extensive to say the least. Even though Ian specifically states that on a car like this "everything's a mission" he's managed to squeeze 297bhp from the 1.9-litre lump with the help of everything from a fully re-worked head, forged internals and a custom Rotrex supercharger install. There's even a 6-speed box conversion! What's more, the real talent lies in how it's all been put in – if you ignore the fact it's not covered in oil like many an old Citroën out there, it almost looks



BBS 17s look almost OEM





factory. That's not an easy task to pull off.

The rest of the car is just as immaculate because it's taken nearly as much work as under the bonnet. Then again, you don't go throwing 8-grand's worth of lump in a 400-quid motor with over 20 owners on the logbook without wanting to sort out a few bits along the way.

Ian contracted the bodywork out to a local restoration shop and I'd like to say the rest was easy, but unfortunately it wasn't. With the car stripped and not a whole load of work completed in 6-months he actually had to go and get it back before they destroyed the whole thing.

Handily they managed to lose most of the special 16V parts too meaning Ian had to find another whole BX 16V, just to get the bits needed to compete the job. It was another seriously lucky find, even if the circumstances were a little infuriating.

The second time around Ian enlisted the help of paint supremo Steve Bell, and after a serious amount of welding (yes, it's a proper Citroën) and fettling it left the booth pretty much as you see it today.

With the stunning Dolmen Grey respray and a few exterior touches it's clear that he's chosen to keep the styling true to the original. Even the 17-inch BBS wheels are somewhat reminiscent of the standard 14-inch Speedlines fitted at the factory. A subtle but undeniably nice touch.

In all, it's not been the simplest of jobs but you have to commend Ian for his never-failing persistence. Without bringing that quality to the table this could have so easily been yet another BX 16V relegated to the scrappy. Instead he's not only built himself one of the sweetest retro motors in the UK but, perhaps most importantly, he's kept another super-rare French legend on the streets. ■



TECH SPEC

1991 CITROËN BX GTI 16V PHASE II

Engine:

1.9 XU9J4DFW engine (Mi16), stage 5, high flow head, big valve Siamese ported cylinder head, Kent PT81 inlet cam/ PT82 exhaust, Kent VS34 double valve springs and titanium retainers, Kent vernier pulleys, Richard Longman 4-1 manifold, Cosworth 57X exhaust manifold fixing kit D6C block with DFW pistons (comp 9.5:1), PEC performance H section light weight conrods with ARP bolts, Peugeot Motorsport GPA 1:1 oil pump, Constella Sump baffle, Mocal oil breather system, Accusump 4 quarts oil accumulator system, Rotrex SP30/74 centrifugal supercharger, Pace charge cooler from RS turbo, Range Rover P38 intercooler, Samco intake and discharge pipe work, Baker BM coolant hoses, Baker BM engine hung mounts and solid stabiliser mount, Standard Bosch Motronic 4.1 ECU live mapped by Wayne Scofield of Chipwizards, Astra VXR injectors, Sytec high flow fuel filter, Sierra Cosworth GPA fuel pump, FSE fuel pressure regulator.

Transmission:

Peugeot 306 GTI-6 BE-6 gearbox, Quaife ATB differential, Royal Purple oil.

Chassis:

17-inch BBS RX alloys, 205/45 R17 tyres.

Interior:

Standard 16v Le-Mans cloth trim, VDO boost gauge, Quaife nylon gear knob.

Exterior:

Extended bumpers to accommodate intercooler, additional air intake on NSF wing, fog lights removed and turned into brake ducts, steel bonnet, Mk3 Golf gas bonnet struts, resprayed respray in original Citroën Dolmen Grey.

Thanks

Steve Bell for the paintwork, Peter Greenwood for the fibreglassing expertise, Wayne Schofield for the mapping and advice and Jackie for spanner passing, making tea and towing around the country on trailer.



CITROEN DS3

PERFORMANCE TUNING



FMINTDS3
Citroen DS3 / DS3 Racing Upgraded Intercooler



FMDVDS3A
Citroen DS3 Blow Off Piston Valve Kit



FMHPDS3
Citroen DS3 Hard Pipe Kit



FMINDD3
Citroen DS3 Induction Kit



FMCTDS3
Citroen DS3 1.6 Turbo Oil Catch Tank Kit



FMKC207
Citroen DS3 Silicone Coolant Hoses

United Kingdom

www.forgemotorsport.co.uk
info@forgemotorsport.co.uk
tel. +44 (0) 1452 380 999

All Forge products deliver a level of performance far exceeding the capabilities of their OEM counterparts so you are assured of quality products and service.

United States

www.forgemotorsport.com
sales@forgemotorsport.com
tel. 407 447 5363



BRAKE HOSE KITS



CUSTOM BRAKE HOSES



OIL & FUEL HOSES



CARS

BIKES

QUADS

KIT CARS

OFF-ROAD

CUSTOM

SAVED FROM THE GRAVE





From show car to track day weapon, Mel Taylor's given her 106, 'Maggie', a new lease of life

Mel's story begins over 8 years ago, before she even had a full licence. As with any young petrol head she couldn't wait to get out on the road. She'd had her eye on a brand spanking new Suzuki Swift Sport for quite some time and eventually took the plunge and placed a £300 deposit down to secure the car, but then fate struck and flipped her story on its head. "I went to my Mum's house

excited to tell her the news, as I turned the corner I noticed a low loader with a tatty 106 strapped to the back of it," she tells us.

Curiosity got the better of her and she went to check out the car. It was a wreck to say the least with the front end missing and the engine bay empty. After a quick chat with the recovery driver she discovered the car had been crashed into the back end of a Mitsubishi Warrior and was on the way to the scrap yard.





Mel couldn't stop thinking about the little Peugeot and after a quick chat with her mum decided to try it out for size. Despite its negatives far outweighing any positives, and the fact she had a brand new Swift on the way, she had to have the 106! "I asked the guy how much he wanted for it, he laughed at me until he realised I was serious then offered it to me for £550. I didn't hesitate, shook his hand and we made the deal," she explains.

Part of the deal was that the car would come with a replacement engine. By the time

Mel took ownership of the battered little Pug it was fully loaded with a replacement 1.6 litre, 8-valve lump from a series 2 106 Rallye. With the car back on the road and Mel now having passed her driving test, the fun could begin and she Christened her, Maggie.

After attending a few shows and meets Mel got stuck in, but things started very differently to what you see here today. A set of lowering springs and alloys were ordered along with a subtle front splitter, and the car began to take shape. Things stayed like

this for a while until fate struck once again.

A combination of wet conditions, a heavy right foot and a roundabout, put Mel and her beloved Peugeot into a barrier. The front passenger side took the majority of the impact and was pushed back a good 4-inches. As you can imagine the front bumper, bonnet and slam panel were all in a bad state.

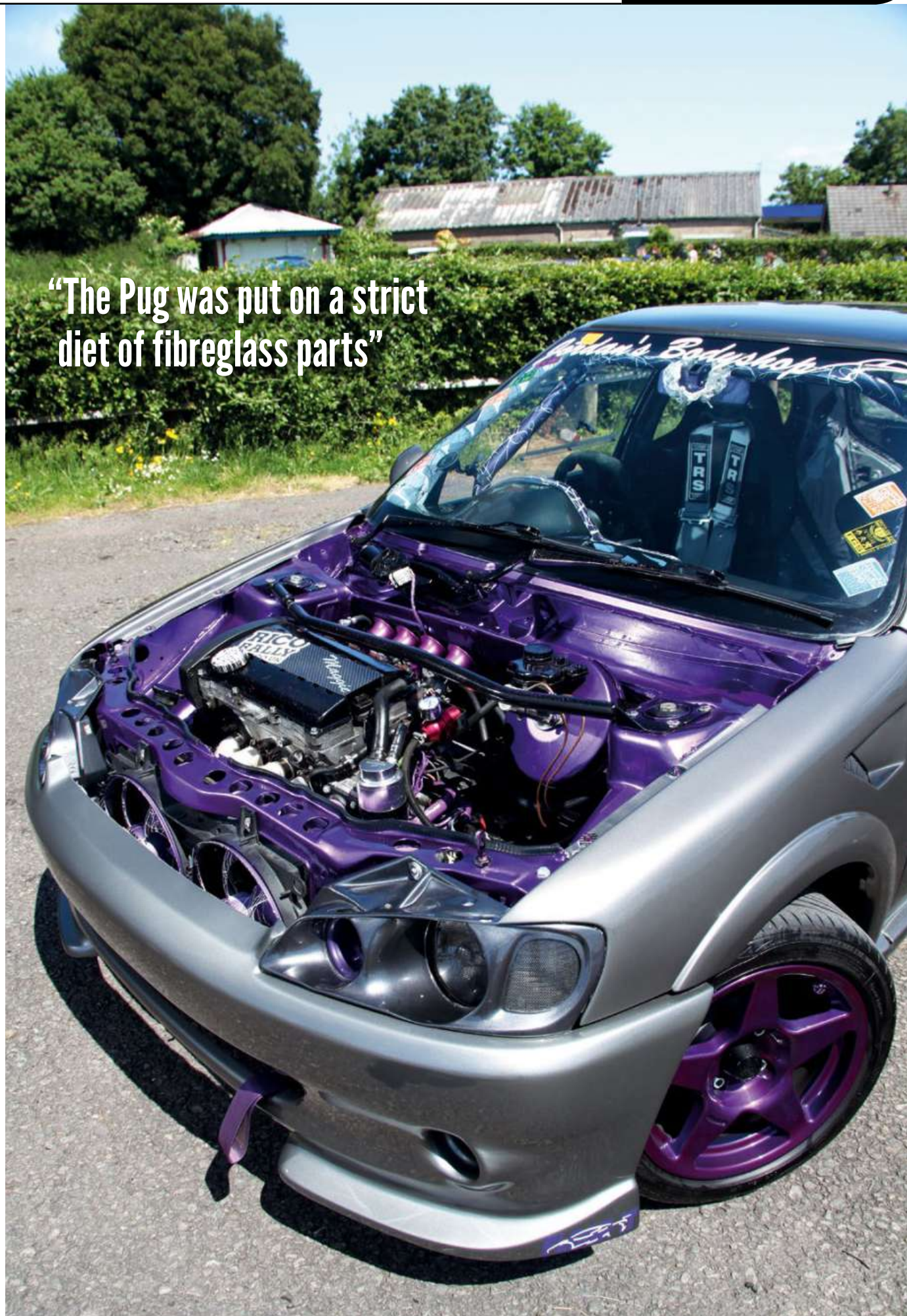
The car was assessed by three different bodyshops, all of which wrote the 106 off. Mel isn't the sort of girl to give up without a fight though, she'd saved the Peugeot once before and she could do it again!

Mel took on the task of resurrecting the car herself but this time decided to build herself a track car. The Pug was put on a strict diet with the front end being completely replaced with fibreglass parts, including a new bonnet and vented wings. At the same time the standard glass headlights were replaced with Morette versions that included built in air intakes for extra cooling. To reduce weight even further all the glass has been replaced with lighter polycarbonate versions.

The roof has also been exchanged for a carbon fibre panel which has dropped a shed load of weight from the car. Although Mel's 106 is a 5-door it's not stopped her getting a 3-door 106 GTI bodykit grafted onto it. It was no easy task getting the kit to sit right round the rear doors but the end result is faultless! The car was then shipped off to Jordan's Bodyshop for a fresh lick of Porsche grey paint which covers every inch of the



“The Pug was put on a strict diet of fibreglass parts”





bodywork. A set of 15x7-inch Compomotive MO5 alloys have been finished in candy purple and wrapped in grippy Toyo Proxes before being bolted up to the car. The bright purple rims really pop against the dark grey paintwork. A set of front Bilstein coilovers do a good job of dropping the car to a suitable height whilst stiffening up the chassis for when Mel hoons it round the track.

With the exterior sorted, attention turned to getting the interior suitably track ready! Door cards aren't exactly what you would class as weighty but that's not stopped our Mel from replacing them with an even lighter carbon set. The dash itself has been smoothed out and painted. Both standard front seats were

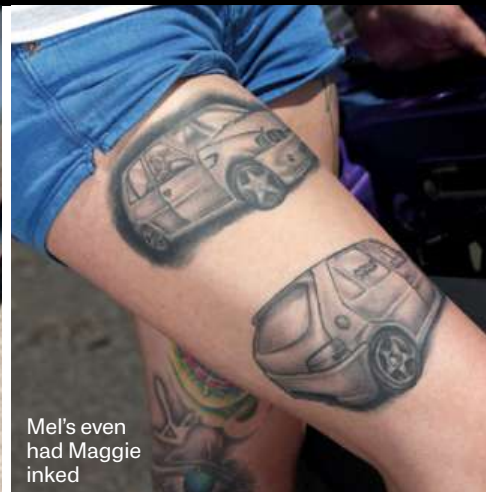
chucked in the bin and in their place sit a pair of Cobra Daytona buckets wrapped with TRS harnesses, plenty to keep Mel and her chosen victim firmly pinned in place.

Of course no track car would be complete without a stripped out rear and that's exactly what's been done to this 106. The rear bench seat has been removed and in its place sits a 6-point OMP roll cage that's been colour coded to match the purple wheels. To reduce weight even further various panels including the inside of the rear doors have been drilled out. To finish off an OMP steering wheel has been added along with a hydraulic handbrake, for extra fun!

With the car now weighing in at 765kg

and the 1600cc Rallye engine chucking out just over 100bhp, the car was plenty quick enough, but plenty wasn't enough for Mel! More power was on the cards in the form of a replacement 1.6 16v engine from a Peugeot 106 GTi. The new engine came straight out of ex-feature car owner, Kyle Martinez's carbon and cream 106 and was already loaded with Newman cams. Before it was transplanted into its new home a few more goodies were added, the main of which is a set of Suzuki GSXR 1000 throttle bodies that have been married up to a custom anodized manifold.

Not only has this addition given the Peugeot plenty of extra poke, they sound incredible too! A lightened and balanced



Mel's even had Maggie inked





TECH SPEC

Engine:

1.6 GTi engine, GSXR 1000 throttle bodies on a custom anodised manifold; Newman cams; Pugsport exhaust system; lightened and balanced flywheel; Group N Predator megasquirt 2 ECU; smoothed bay.

Power:

179bhp; 153lbs torque; weight 765kg.

Chassis:

15x7 Compomotive MO5 alloys; candy House of Kolor purple; Toyo Proxes 195/45x15 tyres; Bilstein coilovers.

Interior:

Carbon door cards; smoothed painted dash; Cobra Daytona bucket seats; TRS 3in harnesses; 6-point OMP roll cage, steering wheel; Satchift; hydro hand-brake; polycarbonate windows.

Exterior:

Carbon fibre roof; GTi kit fitted to 5 doors; vented fiberglass wings. Morreze headlights with air intakes;

Thanks

Defined Ridez; David Whitehouse; Ian Maple; Jay Golinsky; Jordans Bodyshop; and of course my Mom and Dad; Adam Shuttleworth.

» flywheel has also been added along with a Pugsport exhaust system adding even more volume to the symphony of those purple throttle body trumpets. Acting as the brains behind the brawn is a group N Predator Megasquirt 2 ECU that's been mapped to make the most out of the engine. The engine bay itself has been smoothed to a clean finish and painted in even more purple!

The result of all this hard work weighs

in at a respectable 179bhp with 153lb/ft of torque, and Mel promise there's plenty more where that came from!

Where everyone else saw a car ready for the scrap heap, Mel saw an opportunity. Despite many setbacks her dedication and passion to build the perfect car has kept her smiling. She's one of the most passionate owners we've met and for this we salute her! ■



PERFORMANCE EXHAUST SYSTEMS
DESIGNED AND BUILT IN BRITAIN



ENGINEERED TO EXHILARATE



RENAULTSPORT CLIO RS EDC 200

MILLTEK HAS VAST EXPERIENCE IN EXTRACTING EXCEPTIONAL POWER GAINS FROM TURBO-CHARGED ENGINES AND THE NEW CLIO RS IS THE PERFECT BLANK CANVAS FOR A LITTLE ENHANCEMENT AND TUNING GOODNESS. CHOOSE FROM EITHER A **CAT-BACK RESONATED** (EC APPROVED) SYSTEM OR A **CAT-BACK NON-RESONATED** PLUS OPTIONAL SECONDARY CAT BYPASS PIPE IF PREFERRED. IN BOTH CASES, PRECISION MANDREL-BENT 70MM TUBING IS USED FOR THE PERFECT BALANCE OF BACK PRESSURE AND FLOW. AN RS ESSENTIAL FOR ALL CLIO OWNERS **AVAILABLE NOW.**

+44 (0)1332 227 280 // MILLTEKSPORT.COM

MILLTEK
SPORT





LAKE DISTRICT V6CLIO.NET MEET

The V6 Clio crew hit some of the best roads the UK has to offer...

If you've ever been to the Lake District then you know how much of a beautiful place it is. Well on Saturday 20 June it got made much better – the annual V6Clio.net Lake District meet. 17 Clio V6s (and a 182 for good measure!) made the journey to the Lake District turning up bright and early on a wet Saturday morning, some having driven from as far London that morning! Talk about dedication!

The day started off rather damp and grey but what else would you expect from the Lake District? After taking over a car park at a Plumgarth's Farm Shop and Café in Kendal with these stunning cars, each driver was given a map of the route which would be taking us a long some 125 miles of exceptionally scenic parts of the Lake District.

The route itself was a driver's paradise with plenty of twists, bends and straights. At one point, we may as well have been participating in a hill climb! The performance is strong in these cars

and they need to be worked to deliver their best, this however is certainly no chore, as pushing this engine to its red line makes music for the ears of any car enthusiast. Now I've never been privileged enough to own one of these beauties and I honestly thought the myth of the turning circle was just an excuse given for poor manoeuvring by drivers... but no. At one point of the route there was a rather tight turn and I can safely say that the Vee's live up to their reputation of a "complex" turning circle! Other than that, the route was very well planned.

Before lunch there was a quick pit stop at believe it or not a wedding! Duncan, who owns a Mk1 Vee in Mars Red and is the V6 Clio clubs registrar, was getting married to his partner Kate the same day as the meet, so understandably being unable to attend the meet, the meet came to him! After a quick drive by and some snaps of the cars as they went past the wedding





Hopefully no tractors coming the other way!

venue it was onto lunch.

Lunch was at Café Ambio, which is located at Lakeland Motor Museum, nestled in the picturesque Leven Valley, close to the southern tip of Lake Windermere, a perfect setting to stop. The Vees took over the museum car park and made a spectacle for those who were visiting – it's not every day you see 17 Clio V6s in one place! The café were very accommodating for the mass of drivers and passengers that turned up and the food was rather nice, too so that made for happy campers.

After lunch we continued along the route and stopped for a photo opportunity of the cars all lined up in a row with a breath-taking backdrop. The cars passing by all eyed up the Vees which you can completely understand when there was £200,000+ worth of cars just casually lined up on the road!

Having started the meets back in November 2006 where only 5 Clio V6s turned up, they were originally planned

as a get together for fellow owners to have a catch up and a drive over the scenic Lake District. The meets are now an annual event organised by Phillip Atkinson who lives locally to the Lake District "After the first meet, another was arranged for summer 2007 and once folk saw some great photos of our cars in the stunning scenery the event became more popular," says Phill. Having owned his Mk2 V6 for over nine years he has first-hand experience of

what these cars are capable of, using this and his local knowledge he provides a well-chosen route for a spirited and scenic drive for all. He changes the route each year to add some variety into the meets and to uncover the truly beautiful area and the exceptionally fun roads.

Information on these meets can be found on the V6Clio.net forum; which is the best place to find out everything V6 Clio related.



17 Clio V6s joined the run – impressive stuff!



V6 Phase 1 and 2



“One of the biggest turnouts
of V6 Clios we’ve seen”





CHARLIE DUNN'S COSSIE CLIO P



PHOTOGRAPHED BY MATT DEAR

frenchcars

ABSOLUTE *Perfection*





It may have a 1.2-litre engine, but this stunning Clio punches well above its weight...

In a scene that is dominated by the VAG heavyweights, what's a 19 year old to do if he wants a tidy stance style car but isn't feeling any of the German offerings? Well for Daniel at least, the answer was to look towards the French, and after a lot of custom work and well chosen modifications, this little Clio now stands among the best of the German offerings as one of the cleanest Stanced cars in the UK.

After passing his test, picking up a Corsa and resisting the urge to modify it, Dan decided to save up and get himself a newer car, one he actually liked! After searching for 6 months, and trying to avoid anything his friends owned, he spotted a little 1.2 Clio in

the Renault Dealership. "It looked nothing like it does now, covered in red stickers and matching trim, with a big spoiler on the back", but looking past these 'choice' modifications the previous owner has done, and discovering he could own a turbo'd car without the usual insurance cost tied to such a luxury, a deal was made and the Clio was his, and it was time to wave that Corsa goodbye.

After carrying out the new car ritual of giving it a thorough clean, Dan already had plans scheming in his mind for how he could put his own touch to his new pride and joy. It all began with the usual lowering and a different set of wheels, but as I'm sure we're all familiar with, it's an itch that





Diamond stitched Recaros are stunning seats



Rears are trimmed to match





» just refuses to be scratched, and from there he decided to lose the stickers, and begin the smoothing and colour coding, to really tidy up the exterior appearance of the car. Along with the more common smoothing of the front and rear bumper mouldings and number plate section, he also opted to have the boot handle recess deleted and a popper hidden in the centre of the Renault badge. This one small unique mod has really cleaned up the rear end of the car, giving it that smooth clean look that is hard to pick out as modified at first, which



is often the sign of well completed work!

Anyone who's tried to get a Mk3 Clio low at the front will know it's a very difficult task, and Dan was finding he just couldn't get it as low as he wanted! So he went to Rayvern Hydraulics who fitted him a simple Air Ride setup allowing the little Clio to rest it's belly against the tarmac but still be usable day to day. "After the air was fitted I didn't look back," says Dan, and we're seeing more and more stance cars fitted with adjustable suspension, with manufacturers working hard to give you all the benefits of an air/hydro setup, without losing any performance a decent coilover offers.

With the air came the possibility to run much more aggressive wheel fitments and styles, and after trying out a few different options, it became obvious that a 3 piece split wheel was the only way to go. You just can't deny how good a polished dish looks, and the complete configurability of changing lip/barrel sizes allows you to dial in fitment to your hearts content, something you just can't do with a single piece wheel.

This lead Dan to the classic BBS Design

5000 wheel, more specifically the RF which denotes the 3 piece version. Originally released in the late 80s, this iconic 5 spoke design looks great against the perfect paintwork. Rebuilt and finished in 17x8.5/9 staggered sizes, with the centre painted a dark grey to nicely show off it's shape and compliment the car. By face mounting the centre along with skimming the back to raise the offset, a decent dish could be fitted despite the 20mm custom 5x112-4x100 adaptors to mount the wheels to the car. By doing lots of measuring and maths he has expertly fitted the wheels to get the arches to sit right on the stretched tyres, getting as low as possible without tucking the rim. "They were a nightmare to get to fit" says Dan, but seeing it all come together I'm sure you'll agree it was worth it! It all came down to the wire as the wheels weren't fitted until the day before Modified Nationals, where he was showing in the indoor arena.

With the exterior pretty much finished the interior was looking pretty plain, so it was time to give it the same attention to detail the exterior received. The front seats were





swapped out with Recaros from a VXR, and along with the rest of the interior retrimmed in Poppy Red leather and alcantara with contrasting white stitch and a diamond pattern. The interior trims were sprayed gloss black, along with a boost gauge in the A pillar to keep an eye on the turbo that originally sold Dan on the car. The audio side was upgraded with Hertz equipment, and to complement this a boot build was put together by Moores Motors to show off the subwoofer and air tanks. All of this work has made the inside of the Clio just as good to look at as the exterior, and it's the continual attention to detail and search for perfection that makes the car one of the most complete in the UK.

Not forgetting the little 1.2 engine, Dan has fitted a hybrid turbo and to help it breathe better a decat connected to a 3in stainless system along with a front

mount intercooler and induction kit. All of this is in a quest to get as much cool dense air in to those small cylinders as possible, maximising the power output.

All of this comes together to create what we may say is the best style orientated Mk3 Clio in the UK, possibly all of Europe. Thanks to Dan's eye for detail, no stone unturned drive and knowing just how much to do, the car has become something custom but so well done you could almost miss many of the small touches! It's amazing that the car is still used pretty much every day, often found sitting pretty on building sites! You may be wondering where this car is going next, "not much now I've just got my first house". We do know the RF's have already been sold, so we can probably expect to find another set of meticulously built hoops under those arches some time soon! ■



TECH SPEC

CLIO 1.2

Engine:

Hybrid turbo, decat, stainless steel 3in system, dump valve, induction kit, FMIC with custom piping

Chassis:

Drilled and grooved front discs, Rayvern Hydraulics 2 way Air Ride, BBS Design 5000 RF 17x8.5/9.

Interior:

Recaro VXR seats trimmed in poppy red leather and Alcantara. Rear seats and parcel shelf trimmed to match, re trimmed steering wheel, black leather with red stitching. Hertz audi upgrade, front and coaxial speakers, sub and amp. Gloss black interior trims, boost gauge molded into A pillar both A pillars trimmed in Alcantara, boot build integrating sub and air tanks done by Moores Motors.

Exterior:

Smoothed front bumper, smoothed rear bumper, smoothed boot handle, popper in badge, colour coded handles, wing mirrors and side trims, Sprint spoiler, wind deflectors.





www.PUG1OFF.com
 online shop www.peugeot-tuning-parts.co.uk

Best Sellers

Steel Gear Linkage Sets	from £38.00
Billet Flywheels	from £250.00
Aluminium Bottom Pulley	from £72.00
GroupN Engine Mount Sets	from £102.00
CATCAMS 1321743 (TU5J4)	£294.00
PUG1OFF Track Bush Kit	£204.00
ARP Head Studs & Nuts	from £150.00
Forged Pistons & Con-Rod Sets	from £922.80
Lowering Springs	from £46.50
Coilover Kits	from £152.40
Throttle Body Kits	from £890.00
Short Shift	from £20.00
Vernier Pulleys	from £126.72
Complete Engine Rebuild Kits	from £510
Big Brake Conversion Kits	from £1078.80

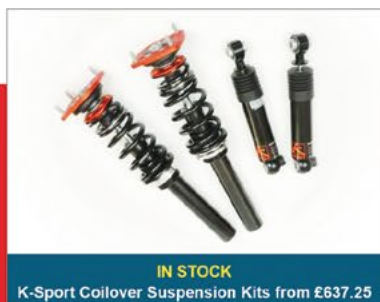
Services

Engine Conversions	Race / Rally Preparation
Tuning Packages	Wiring Conversions
Race Engine Builds	Routine Maintenance
Gearkits / Box Rebuilds	Suspension Packages
Axel Rebuilds	

Tel. 01280 701919

PUG1OFF

Peugeot & Citroen Performance & Tuning Specialists



IN STOCK
 K-Sport Coilover Suspension Kits from £637.25



NEW PRODUCT
 Complete Engine Rebuild Kits from £510



NEW PRODUCT WITH FREE FITTING*
 Big Brake Conversion Kits from £1078.80

SPECIAL OFFER

PUG1OFF 1 Boundary Road, Buckingham Road Industrial Estate, Brackley, Northants. NN13 7ES Tel. 01280 701919 www.pug1off.com

*Special offer on Free Fitting of the Big Brake conversion kit expires on 31/07/2015

Prices subject to change without notice.



Loving this Mk1 Clio 16v





PART DEUX

This year's FCS was so jam packed with awesome cars that we couldn't fit it all into one issue, so here's the second instalment...

The French Car Show 2015 was a fantastic event. Great weather, lots of smiley people, a full day of track action and of course the biggest attraction for many – hundreds of club cars. We can't say it enough but the clubs are what makes our scene – without them the shows would be nothing – so a massive thank you to every single one of you that supported us. Last issue, we missed out our friends at the CSOC ClioSport Owners Club – sorry guys! So we've given them a nice bit of coverage this time. We work hard to try and make sure we cover everything and give everyone the credit they deserve, but we're only human and do mess up sometimes! Anyway, enough excuses – here's the second part of the action from FCS – hope you enjoy it.



“Fast paced track action with plenty of high octane thrills”



Chris Lappit's turbo'd 306 track monster



Toby's stunning Clio was one of the best at the show





Cliosport OC

The Cliosport Owners Club brought along a fine collection of cars to FCS. Chip and the rest of this friendly crew pulled out all the stops to ensure the cars were sparkling and the track was driven hard. You can read about their own event the CSOC Weekender, elsewhere in the mag. In the meantime if you drive a Clio, or any other Renaultsport car and want to join some friendly, like minded enthusiasts, head on over to CSOC and get involved - www.cliosportoc.com



**“A great atmosphere
made FCS 2015 one
of the best yet”**



Another Pug 306 on a
parade lap



Last minute prep for the Evo 205





Belgian 208 GTi
was very tidy



TRACK ATTACK RACE CLUB

TRICOLETTE TROPHY

The Tricolore Trophy heads to Castle Combe...

With the season drawing towards its end, there are not many opportunities to shine but that's exactly what Andrew Mitchell (Peugeot 205 GTi) achieved with two stunning drives at Combe in the penultimate races of the Tricolore Trophy season. Simon James (Citroen Saxo) won both of the day's races in dry and occasionally sunny conditions on one of the UK's most popular and faster circuits, but based on his form so far this season that wasn't quite unexpected. Mitchell's drive, hounding James to the line was

however exemplary – let's hope it's a rivalry that will continue. Some might say James has had it his own way far too long. In Mitchell he seems to have found a genuine challenger at last.

In qualifying on a dampish track from an overnight shower, it was newcomer to the series, Nick Gwinnett, that shone, putting his ClioSport on the front row, but in the heat of battle he couldn't quite match the pace of the dominant pair. If running in the series has wetted his appetite for more, I'm sure, from what he has shown here, podiums are not far away. Will diClaudio (Peugeot 205

GTi) is another driver that shone, all be it with a good deal of local knowledge, to share the second row with Mitchell.

Two of the newcomers (of which there are many joining the series as news spreads of how good and close the racing is) – Ash Bruneauet (Renault Clio 182) and Michael Harris (Peugeot 205 GTi) who only passed his ARDS test the day before, both made top-ten in qualifying; exceptional performances from both men with Harris even making a top ten finish in race two.

The fastest lap in race one went to Mitchell and race two to James, it was that close.

In the newly introduced 206 GTi Production class, Jeff McCall had the kudos of qualifying ahead of Jesse and Lockwood, but in the door handle to door handle racing that followed, the experience and pace of former MR2 champion racer, Lockwood, was too much and he and Jesse had a win apiece by the end of the day



TOP EIGHT RACE ONE

Simon James	Citroen Saxo	Simon James	Citroen Saxo
Andrew Mitchell	Peugeot 205 GTi	Andrew Mitchell	Peugeot 205 GTi
Will Di Claudio	Peugeot 205 GTi	Don Hughes	Peugeot 306
Nick Gwinnett	Renault ClioSport	Will Di Claudio	Peugeot 205 GTi
Don Hughes	Peugeot 306	Tony Hunter	Renault Clio 172
Tony Hunter	Renault Clio 172	Nick Gwinnett	Renault ClioSport
Sonny Hardy	Renault Clio 172	Michael Harris	Peugeot 205 GTi
Gareth Nutley	Peugeot 206 GTi	Andrew Glover	Renault Clio 172

The new 206 GTi Production Cup is planning a full season of racing in 2016. It's been trialled by TARC with three cars running for most of the season, and they have delivered exactly what the club had hoped for. Mechanically ultra reliable, the three prototypes have hardly skipped a beat and not only that but the racing, even with drivers of varying abilities and experience, has been exceptionally close. At Cadwell recently they were lapping within one tenth of a second of each other.

The TARC principle, Steve Vince, who came up with idea says, "I wanted to introduce a very affordable way for people who want to go racing in the Tricolore series – an inexpensive way into racing and that's what we have achieved. I'm very happy with the result." With the option of buying a race ready car at a discounted price of £2950 thanks

to the support of sponsors, or building one yourself with a kit of parts for even less, this new product should meet the requirements of both those new to motor sport and those with a smaller budget than usually needed to get out there.



For More information contact Steve on:
Tel: 01646 601908
email: stephenzebra@aol.com
or head to:
www.trackattackraceclub.com



206 GTI PRODUCTION CUP IS GO FOR 2016

THE MOST AFFORDABLE WAY
INTO TIN TOP RACING TODAY

14 RACES, 7 VENUES

■ Radio and Possible TV coverage ■ Newly Built turn key
race cars only 2950 ■ Bring us your donor and well convert
it for £1950 Or DIY with our kit of parts for even less!

Steve 01646 601908 email stephenzebra@aol.com





CLIOSPORT OC WEEKENDER

The ClioSport Owners Club is one of the most vibrant clubs on the scene; we joined them at Blyton Park for their first track event..

Here at PFC we are about everything the Performance French Car scene has to offer. It's not only about the massive events like FCS, we also love to follow the smaller shows and meets put on by some of the clubs themselves.

The ClioSport Owners Club (CSOC for short) are a fairly new club. Started two years ago originally by Kyle Mcguigan as a facebook group with the aim of using social media to get people connected together to chat Clios. Also to be the fastest place on the web to get technical answers about Clios from some of the country's leading Clio specialists. It then started to become more than that.

By 2014 they had decided to turn up to FCS and have a club stand, and in 2014 it was one of the smallest stands at FCS with only half a dozen or so cars on it. This year, at the same event, they fielded nearly ten times that number showing how much growth is possible in such a vibrant and energetic part of

the French scene as Clio clubs. Now they have also put on their own event.

The CSOC Weekender was held on the 9th/10th of May at Blyton Park Circuit in Lincolnshire.

Club spirit was tested early on when during the convoys to the event Darius's 182 broke down and a couple of club members rescued him with a van and trailer and brought him into the event for the car to be looked at. A faulty alternator was diagnosed and so Alex went off on a two-hour round trip with Chip, back to his place to go and fetch one and fit it for Darius so that he could still partake in the event.

On Saturday afternoon while that drama with Darius's car was unfolding there was also karting going on. This consisted of 8 sessions of 15 minutes a piece which club members could book onto in advance so they could get out with their mates at the same time if they wanted. Corby Gormley showed up looking like he meant business in full

liveried overalls and a custom painted crash helmet. But he showed he wasn't all show and no go by actually setting a new fastest ever lap record for the circuit!

The Karting was followed by a club-run oil-drum BBQ (made from Clio parts of course, including a 172 wheel as the base and a driveshaft as the stand and even Clio conrods for the handles). A group of lads from Scotland who run





some Chinese restaurants turned up with boxes and boxes of Chinese food to go alongside the club-supplied pulled pork and burgers and sausages. Jamie, Lesley and Vikki kept the fires burning for several hours until everyone had been well and truly fed.

On Sunday morning it was over to the cafe for coffee and bacon to wake up before the briefing and then it was on to the main event, a full day of open pit

lane track action purely for CSOC club members.

There was a huge range of experience levels, from the hardcore track addicts like Nick Gwinnett, Rich and Matt Williams and Ashley Bruneau in their "YOLO" tagged hardcore track Clio Mk2s. There was also a great selection of Mk1 trackday Clios and ex-race cars including a lovely trio of Mk1 ex-cup race cars, right down to people who have

never done a trackday before turning up in their daily drivers for a first chance to get out on track.

Over 50 cars in total were booked onto the track, almost entirely Clios although a handful of CSOC members were also made welcome in some other cars (such as an awesome Ford Focus turbo powered widearch Citroen C2 built with the help of Clio specialist Mike Woodford).

The standard of courteous driving was really high throughout the day. With it being a club event where everyone knows each other, people tend to be really good at looking out for each other and the guys who were slower did a great job of getting out of the way of the faster ones and then of course they had someone to follow afterwards to learn the lines from.

A good time was had by all and lots of the guys who started the day off as total trackday novices, such as Joe Meekings and Thomas Spinks, were





really moving along well by the end of the day. All but a couple of the Clios survived till the end of the day taking a real battering on track and justifying CSOC's love of these epic little French hot hatches.

Also going on throughout Sunday was a show and shine competition for people who weren't on the trackday (and in some cases people somehow managed both by giving their car a quick rub down and entering it at lunchtime!) There were some traders present showing off things like Scorpion exhausts, Frost cleaning products, and GTD hydrographics, with some dipped parts for Clios.

We spoke to the CSOC admin guys who arranged the event and their advice to any other clubs considering similar is to crack on and do it. They have no

regrets and hope other clubs will follow suit with similar events.

They also said the one thing that they learned is that 'less is more' and that many of the things that they had planned, like games for the Saturday night and technical demonstrations they were better off not actually doing in the end. It would have just been a distraction as everyone wanted a chance to socialise – so there was no need for any added entertainment to be laid on.

All a club full of car enthusiasts needs to have a good time is each other, a BBQ, their cars and a racetrack to play with!

If anyone would like to join the ClioSport Owners Club then look them up on facebook or visit them at www.cliosportoc.com.

Thanks...

The club would like to thank:

All the members who turned up and made the event so special both on and off track.

The MU crew for all the free Chinese food.

Javelin for all their help running the trackday itself.

Richard at BPDC for making the event possible.

Scorpion, Frost, GTD Hydrographics, Adrian Flux for supporting the event financially and with prizes.

ATSPEED RACING

PROFESSIONAL AUTOMOTIVE & MOTORSPORT ENGINE CALIBRATION SERVICES

VISIT OUR
ONLINE SHOP

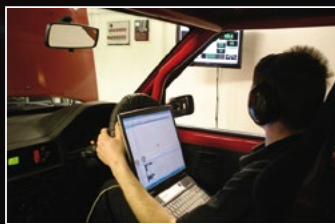
RECOMMENDED
BY WEBER

RECOMMENDED
BY OMEX

OFFICIAL TEST
CENTRE OF
CATERHAM UK

- 40 years experience ■ Competition Race Engines, NA or Turbocharged
- Engine Mapping & Carburettor Calibration
- World Leading Rolling Road Test Facilities - TAT Software ■ Support - Sales - Service
- All Professional Level Engine Management Systems Supported; Omex, MBE, Life Racing, MoTec, Emerald, Pectel, Racetech & More
- Official Recommended Tuning Agents For Omex, MBE & Weber Carburettors ■ 20 Mins From M25 Jct.29

ENGINE MANAGEMENT & CONTROL SOLUTIONS FOR:
ROAD, RACE, RALLY, DIRT & TARMAC OVAL, DRIFT, DRAG & MORE



2013-14 Monoposto Formula 3 Championship
Winners - Mapped by Atspeed Racing

TELEPHONE: +44 (0) 1268 77 33 77 **EMAIL:** INFO@ATSPEEDRACING.CO.UK
6 SIRDAR ROAD, BROOK ROAD INDUSTRIAL ESTATE, RAYLEIGH, ESSEX, SS6 7XF
WWW.ATSPEEDRACING.CO.UK





FESTIVAL OF SPEED 2015

We head to Goodwood to check out some real treats for French cars fans...

Goodwood is always a good'n! The epic, three day show attracts thousands of petrol heads, racing heroes, celebs and of course, some of the finest cars you'll find anywhere.

The French scene is always well represented, which is testament to the rich motorsport heritage of Renault, Peugeot and Citroen. The manufacturers spend many thousands on huge stands to showcase their latest models, as well as some stunning concept cars and rare motorsport offerings.

Part of the thrill with the Festival of Speed is that you can get up close to these cars. From ex-F1 monsters, to ex-Group B rally cars, through to the latest road cars – it's all there. Better still is the fact they get driven as intended.

The legendary Goodwood hillclimb allows all manner of cars and drivers to hammer up the course, wowing spectators as they go. This year's highlights included the driving God, Jean Ragnotti, who was behind the wheel of his 80s R5 Maxi rally car. The fiery Frenchman showed no mercy to this super-rare (and highly valuable) classic Renault and thrashed it up the course – even stopping to perform his signature pirouette, before carrying on up the hill. We caught up with him in the paddock and he merely said, "Pas problem!" meaning no problem. Too cool for school!

After a full day running around trying to cram in everything, I was all done. Tired, hungry, but very satisfied, If you get the chance go next year, it really is an amazing event. Although I'd say you really need two days to do it justice.



Megane
Trophy RThe Clio 220
Trophy was
unveiled

Renault

Our friends at Renault built a huge stand packed with their latest models. For us the highlight was the first public UK showing of the new Clio 220 Trophy. This hotly anticipated addition to the Clio lineup looks set to excite performance fans – we can't wait to drive it and find out. It looked especially good in Liquid Yellow. With more power, revised faster gear changes, plus numerous other Trophy upgrades, we reckon it'll be a big hit. The Megane racer also looked truly epic – all big aero and aggression – the perfect car to draw people on to the stand.



Peugeot

Peugeot UK are really going for it this year. Their massive stand boasted the launch of the new 308 GTi, the stunning 308 R concept, plus some of the most exciting rally machines ever made. The 308 was shown in public for the first time and we had a good hour with it, checking out the whole car. It feels a class above the old 307 and the sporting upgrades are bang on the money. With lively turbo performance and chassis upgrades from Peugeot Sport, it looks set to challenge the class leaders. Look out for a full test soon. The 205 T16 had to be my favourite car though – the Group B monster looked stunning on the motorsport side of the stand. Also present was the awesome Dakar machine, plus the current 208 WRC car. Again, you could get right up close to all of these really heroes.



308 R concept looked mean



Citroën

The Citroën crew were focusing on the launch of DS brand and had the latest DS4 and DS3 on display. There was even an original DS from the heritage fleet to show how this iconic brand began. Star of the show was without doubt the DS concept – complete with sublime interior, sleek exterior and some crazy doors.





Jean Ragnotti 'smiles' for the camera (left)



Original Pikes Peak 405 T16

OFFICIAL MAGAZINE OF THE UK PERFORMANCE FRENCH CAR, TUNING & CLUB SCENE

PERFORMANCE frenchcars

- TECHNICAL GUIDES
- CLUB & EVENT COVERAGE
- HOW TO'S ■ COMPETITIONS
- NEWS & PRODUCTS
- FEATURE CARS



Subscribe
today and each
magazine costs
£2.74 + 59p P&P,
delivered to
your door



Subscription only available online at:

www.performancefrenchcars.co.uk

Only £20 per year (bi monthly)

The UK's No.1 Renault, Peugeot & Citroën tuning magazine

- Regular PFC Magazines through your door
- PFC self cling 20cm interior sticker

If you can't always find a copy of this magazine, help is at hand! Complete this form and hand it in at your local store, they'll arrange for a copy of each issue is reserved for you. Some stores may even be able to arrange for it to be delivered to your home. Just ask!

Subject to availability

Please reserve/deliver my copy of **Performance French Cars** on a regular basis, starting with issue

Title First name Surname

Address

Postcode Telephone number

If you don't want to miss an issue



READERS' CARS

Tom Fenton, **306 Rallye**

One of just 100 black Rallyes that were built, this immaculate 306 has a 2003 Xsara VTS engine fitted. It's lowered 60-70mm on Avo springs with some Partner 15in steels and has a gloss black wrap. Very nice.



Justin Mcpherson, **306 HDi**

Justin says, "The car started life as a sensible family car for me my daughter and partner, but it didn't stay that way for long!" This diesel estate now has the kind of looks that stops people in their tracks.



Oliver Gerrish, **Clio 200**

Another RS 200, Oliver's car is packing some tasty upgrades. There's a Toyosport decat Manifold, Scorpion non-res catback, and Powerflex engine mounts. There are Exon red silicone hoses and it's been dropped 30/40mm on H&R springs with a set of OZ Ultraleggeras in 8x17in. A stunning Clio.



Tuukka Sairo, **205 GTi**

Tuukka says, "This was originally a 205 1.9 GTi. The first turbo (t03) was installed on the original lump, and this year, I swapped in an EW10J4S with a Garrett GT40 and forged pistons with H-rods. It has 375bhp+ and 430Nm+ wheelpower measured with not enough grip on rollers." What an animal!



Want to get your car into PFC? It's easy! Just go to our website:

WWW.PERFORMANCEFRENCHCARS.CO.UK

and fill out the form with some basic details about your motor and upload three high-resolution (at least 1MB) good quality pics. We'll do the rest!

Sam Dolby, **Clio 200**

The RS 200 is a cracking car out of the box, but a performance pipe really livens them up. Sam has fitted a quality Akrapovic exhaust, which gives the Clio a much nicer sound. He cleans it, in his own words, "extensively and excessively" using Auto Finesse products.



Georgie Ellis, **Twingo RS Cup**

The Twingo RS is an old school hot hatch and we love them! Georgie has fitted some RS alloys and lowered it 20mm. There's also a KTR exhaust to give it a meatier sound and the sticker on the back says it all really!



Sam Dean-Miller, **Pug 307**

"Bought in sept 2014, as my first car, it stayed standard for about 3 days," says Sam. It has limo spec tinted rear windows, fly-eye light tints front and rear and some 18in alloys.



Josh Richards **Clio 182 turbo**

Josh says, "I wanted a fast 182 and decided I needed to concentrate on a turbo conversion so I set about it by building the engine first." It features Wossner pistons, 8:5:1 ratio PEC forged conrods, ARP rod bolts, and is running a beefy GT3582 turbo. An immaculately finished Clio with savage power – see a full feature soon.





Immaculate
205 GTi

PEUGEOT OWNERS MEET

We headed to Nottingham to join John Harrison Peugeot for their owners meet

John Harrison Peugeot was awash with France's national colours on Bastille Day, and played host to a meet for Peugeot enthusiasts with members of the RCZ Owners Group and Peugeot Sport Club in attendance. Over 30 vehicles were present with many travelling hundreds of miles to be in attendance. An audience also gathered to wave the impressive range of vehicles off as they left in convoy at 3pm on the way to National Trust site The Workhouse in nearby Southwell.

Amongst the cars present were a GTi-6 powered 205 GTi, a very special 205 GTi that was used by Peugeot and Top Gear as well as a great selection of RCZs. The dealership also handed out some prizes on the day with Liam Bowers taking first place in the Peugeot quiz!

You can find John Harrison Peugeot on Southwell Road, Lowdham, Nottingham NG14 7DS or via telephone on 0115 966 4112. You can also visit their website at www.johnharrisingroup.co.uk or via Social Media.





Mean looking
pug RCZ



A BRAND NEW EVENT FROM AUDITUNER MAGAZINE...



VAG Tuner EXPO

THE SHOW FOR PERFORMANCE AUDI & VW TUNERS



- A brand new, indoor event focused on tuning
- Meet the biggest names in the aftermarket and tuning scene
- See the latest products and services for your VW/Audi
- The UK's most exciting VWs & Audis on display

WHAT'S ON:

In the 5000m2 indoor arena we have: Top 20 Show n Shine - Top 20 Power Select - Club Stands

MASSIVE TRADE AREA:

Revo • KW Automotive • Tarox • Ramair • Scorpion • Milltek • DTUK • QST
Shark Performance • Ramair • Vmaxx • Airrex and many more



25 OCTOBER 2015 9AM-5PM

Donington Park Exhibition Centre DE74 2RP



- Tickets available at www.vagtuner.co.uk
- More info from www.audituner.com
- Trade & Club stands email mark@audituner.com

AudiTuner
THE PERFORMANCE AUDI MAGAZINE



WE WANT YOUR FRENCH CAR

If you drive a performance tuned French car and think it's worthy of a feature in Performance French Cars then we'd love to see it. Please send no more than three, good quality images to davy@performancefrenchcars.co.uk and use 'Feature Car' in the subject. If we like it, we'll get back to you to arrange a photoshoot.

RS192

**LIGHTWEIGHT STAINLESS STEEL PERFORMANCE EXHAUST
RENAULT CLIO 182 2.0 16V CUP & TROPHY MODELS**



**increased power
lightweight
custom design**



NEW WEBSITE WWW.RS192.CO.UK

RS240 AVAILABLE NOW



**10% OFF ALL EXHAUST
SYSTEMS**
DISCOUNT CODE: PFC102015
VALID UNTIL 25th APRIL 2015

**LIGHTWEIGHT PERFORMANCE EXHAUST
FOR RENAULT MEGANE R26 225/230**



**interchangeable tail pipes
increased power and performance
lifetime guarantee**



NEW WEBSITE WWW.RS240.CO.UK

TUNER & ROLLING ROAD DIRECTORY

Our directory has been put together to assist you in locating a specialist tuner and/or rolling road.

Please note many of the companies listed offer varying degrees of specialism from generic tuning to custom remaps and full rebuilds.

You should contact them to discuss your individual requirements.

1



EFi-Parts

Unit 16, Dewar Court,
Astmoor Ind. Est.
Runcorn, Cheshire WA7 1PT
sales@efi-parts.co.uk

Dyno > 1000HP 2WD Superflow
Specialises > Custom installation,
configuration, tuning

2



RS Tuning Limited

Unit 20 Castleton Close,
Armley, Leeds LS12 2DS
Tel: 0113 2436444

Dyno > Yes / 4WD Dyno Dynamics
Specialises > Renault

3

LARTON ENGINE DEVELOPMENTS

Larton Engine Developments

Unit 6, Borrowdale Business Park,
Whitegate, Morecambe, Lancs LA3 3BS
Tel: 01524 62748

www.lartonenginedevelopments.co.uk
Specialises > Specialises - Peugeot,
Citroen & Vieu tuning specialist.

4



Spoox Motorsport LTD

Unit 11, Froanes Close, Enderby,
Leicester LE19 4XL
Tel: 0116 2751414 / 07790 852841
Web: www.spoox.co.uk

Dyno > No
Specialises > Peugeot / Citroen

5



ClioTurbo.co.uk

Turbo conversion specialists
All standalone ecu remapping
Durham City

Info@clioturbo.co.uk
0191 336 0021

Dyno > Superflow
Specialises > All Renault RS models
Adaptronic and OEM ECU

6

SHROPSHIRE AUTOMOTIVE SERVICES

Mike Evans Motorsport

Shropshire Automotive Services,
Oxon Business Park, Shelton,
Shrewsbury SY3 5AL
Tel: 01743 360370

Dyno > Dastec 4x4 1500bhp
Specialises > Tuning, Diagnostics,
Machine Shop & Live Remapping
Performance parts,

9

SJM AUTOMOTIVE LTD RENAULT SPORT SPECIALISTS

SJM Automotive

Unit 6, Thomas way, Glastonbury,
Somerset BA6 9LU
sjmautomotiveld@gmail.com

Dyno > Access to Dyno Dynamics
Specialises > Cams, ecu
mapping and installation, general
maintenance

8



PUG10FF

1 Boundary Road, Buckingham Road
Industrial Estate, Brackley,
Northants NN13 7ES
Tel: 01280 701919
Web: http://www.pug10ff.com

Dyno > No
Specialises > Peugeot / Citroen

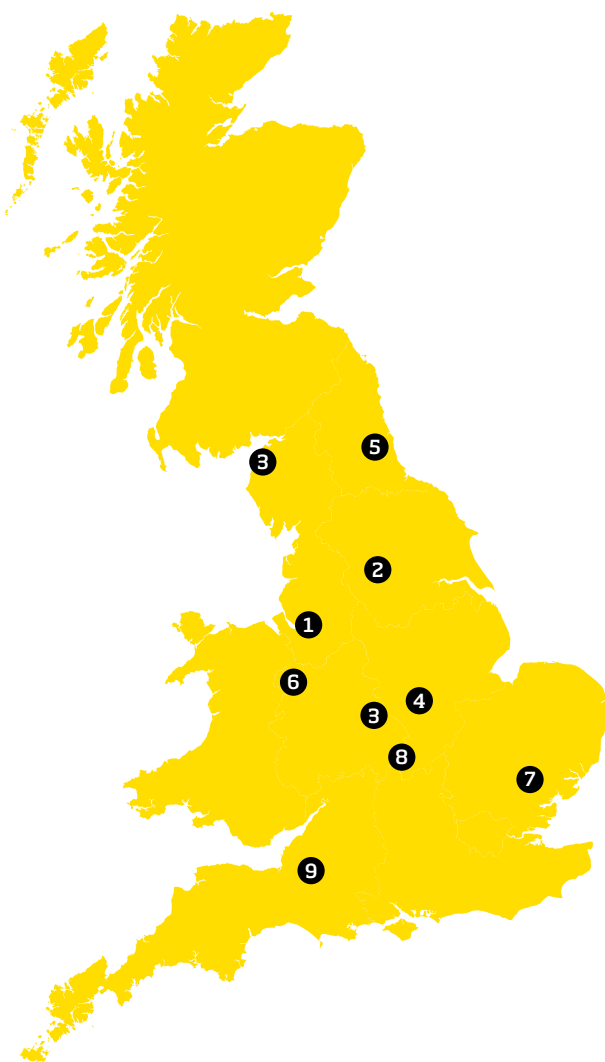
7



Engine Dynamics

Unit 25 Allshots Enterprises,
Woodhouse Lane, Kelvedon,
Essex. CO5 9DF

Dyno > Land & Sea Dynamite
Specialises > Renault Sports





EFI-Parts
Race Engine Management & Parts
www.EFI-Parts.co.uk

- ➔ Standalone engine management
- ➔ Race engine calibration
- ➔ 1000hp rolling road
- ➔ Loom manufacture
- ➔ Electronic fault diagnosis & repair
- ➔ Custom fabrication
- ➔ Online parts store

Unit 18
Dewar Court
Astmoor Ind. Est.
Runcorn
Cheshire
WA7 1PT

We specialise in the custom installation, configuration and tuning of standalone engine management systems including DTA, Adepconic, Emerald, Omex, MBE, Megajolt, Megajolt, Motec amongst others. Visit our website to find out more.



im Axle Specialists LTD.
Specialists in Peugeot and Citroen Rear Axles



www.imaxle.co.uk
Tel: 01949 869600
Mobile: 07792185731/
07890101826 Anytime
e: info@imaxle.co.uk
Station Yard, Harby Lane,
Stathern, Leicestershire
LE14 4HJ

- IM Axle specialising in Peugeot and Citroen rear axles and suspension
- 35 years mechanical engineering experience
- Offering a full axle reconditioning service to trade and public
- Supplying new and reconditioned axles, axle bearings and axle bushings
- Perfect for the enthusiast who wants a custom job!
- Fitting service available
- Lowering and suspension upgrades available
- Local Pick Up Service and Mail Order
- Custom axle builds
- 1 year warranty (excludes motorsport)

FRENCH CAR SPARES

Specialists in new and used French Car Parts
Peugeot / Citroen / Renault





We supply:

- Bonnets
- Bumpers
- Wings
- Doors
- Engines
- Turbos
- Gear Boxes
- Clutches/Flywheels
- Seats
- Airbags
- ECU Kit
- Tyres alloys steel
- Hubs/Suspension
- Lights
- Panels

For any quotes or enquiries give our sales team a call for free on **0872 563 0182** or email us at frenchcarsparses@gmail.com

LARTON

ENGINE DEVELOPMENTS

PEUGEOT & CITROËN SPECIALIST

Services offered include;

- Full workshop facilities and car preparation
- Engine building for road, track day, rally and race
- Cylinder head porting and polishing
- Full range of fast road and competition camshafts and valve train inc solid followers supplied or installed
- Lightening and balancing crankshafts, flywheels and con rods
- Race bearings supplied ● Upgraded oil pumps supplied
- Cylinder block re-bores
- Forged Piston and Steel rods supplied
- Baffled sump kits supplied
- Throttle body kits supplied or installed
- ECU re maps on petrol and diesel models available
- Diesel economy re mapping DTA stand alone ECU's installed and fully mapped
- Rolling road tuning ● Full diagnostic facilities
- Service and repairs on all models
- Small selection of performance road and rally cars for sale.



Find us on Facebook



www.lartonenginedevelopments.co.uk email: andylarton@aol.com

t: 01524 62748 m: 07909 928897

Larton Engine Developments Ltd., Unit 6, Borrowdale Business Park, Whitegate, Morecambe, LANCS. LA3 3BS



Mail order service available

OVER 20 YEARS EXPERIENCE

ALS

Performance Parts

- We specialise in new & used parts for all RenaultSport Clio models, including 197 & 200s.
- Hundreds of parts in stock, most with free next day delivery.
- All items are quality checked.
- We also stock a huge range of new & part worn race & rally tyres.

f www.facebook.com/alsperformance

t [@ALSPerformance](https://twitter.com/ALSPerformance)

44 PARKHILL ROAD, KINGSTOWN, CARLISLE, CUMBRIA, CA3 0EX

Tel: **01228 672084**
www.als-performance.com



RSTUNING

The Performance Tuning Centre

SPECIALISED CUSTOM TUNING FOR RENAULT, CITROEN, AND PEUGEOT CARS

MOST MAKES AND MODELS
CATERED FOR FROM
SERVICING TO FULL
CUSTOM BUILDS



IN-HOUSE DEVELOPED CUSTOM REMAPPING

PERFORMANCE PACKAGES

**ADVANCED 2400 BHP 4WD
DYNO DYNAMICS DYNO CELL**



FOLLOW US ON FACEBOOK TO SEE OUR
PERFORMANCE TUNING. SEARCH RS TUNING LIMITED

info@rstuning.co.uk

www.rstuning.co.uk

Call +44(0) 1132 436444



www.renaultpartsdirect.co.uk

For all your Renault parts requirements

- Genuine Renault parts & accessories
- Service kits ■ Motrio Parts
- For all Renault makes and models!

Our dedicated team have over 75 years Renault experience in the parts trade, call us for advice on

0844 770 0837

GET 10% OFF your first order with this advert!!!

Type in voucher code **RPD11** at the checkout

ixell



sixonetwo



2015

sixonetwo



ARTEMIS

APOLLO

TYRUS

THOR

TORA

TITAN

If you're fitting new wheels to your Audi, we have everything you need to get the job done. Our Cades alloy wheel range has a huge choice of styles and finishes to compliment your Audi. Our TPi wheel spacers, extended bolts and high security locking wheel options, will also keep them stanced correctly and secure.

TPi
Driven By Passion



AVAILABLE FROM ALL GOOD WHEEL SHOPS | EBAY | MAIL ORDER: 08444 721 612 | EMAIL: SALES@SIXONETWO.CO.UK | WWW.SIXONETWO.CO.UK | CALL FOR FITMENT INFORMATION



SC PERFORMANCE

- Custom stainless steel exhausts
- Performance parts and accessories
 - Bodystyling and resprays on cars and motorbikes.
- Suspension and brake upgrades.
- Track and race prep, servicing

144b Priorswood Road,
Taunton, Somerset TA2 8DN

01823 325227



Javelin

TRACKDAYS

**VALUE FOR MONEY
TRACKDAYS**

Tel 01469 560574

Friendly Paddock Atmosphere

Online or Telephone Booking

Club Events a Speciality

Excellent Safety Record



Book Early & Save
prices increase as places sell
TRACKDAYS from just £89

More dates coming at Cadwell Park, Blyton Park, Mallory Park, Oulton Park, Donington Park, Croft, Anglesey, Brands Hatch, Snetterton, Bedford Autodrome, Castle Combe plus Woodbridge Airfield.

Visit our website & join our mailing list
at
www.javelintrackdays.co.uk

11 th Oct	Blyton Park	£139
12 th Oct	Castle Combe	£179
13 th Oct	Oulton Park	£169
14 th Oct	Blyton Park	£99
17 th Oct	Woodbridge	£129
19 th Oct	Donington Park	£249
19 th Oct	Snetterton 300	£199
24 th Oct	Bedford Autodrome GT	£199
25 th Oct	Blyton Park	£129
28 th Oct	Mallory Park (103dba)	£89
30 th Oct	Croft (105dba)	£179
31 st Oct	Croft (88dba)	£149
1 st Nov	Blyton Park	£129
2 nd Nov	Bedford Autodrome GT	£109
3 rd Nov	Snetterton 300	£89
6 th Nov	Cadwell Park	£89
8 th Nov	Mallory Park (103dba)	£109
9 th Nov	Blyton Park	£99
14 th Nov	Bedford Autodrome GT	£129
14 th Nov	Woodbridge	£99
14 th Nov	Oulton Park	£149
15 th Nov	Blyton Park	£119
15 th Nov	Anglesey GP & Coastal	£129
15 th Nov	Snetterton 300	£109
21 st Nov	Cadwell Park	£99
21 st Nov	Donington Park GP	£189
22 nd Nov	Donington Park	£189

S.W. Auto Sales

www.sw-autos.uk info@sw-autos.uk

SUPPLIER OF AFTERMARKET TUNING AND GENUINE RENAULT PARTS

- New products uploaded weekly
- Discounts available

If you cannot see what you require
please contact us via contact form.



GOODRIDGE



WHITELINE
Flat out



CGB MOTORSPORT
Renault 5 GT Turbo Specialist

RENAULT 5 GT TURBO SPECIALIST

- Complete Engines •
- Engine Internals •
- Silicone Hoses •
- Turbo Technics •
- Mocal Oil Coolers •
- Forged Pistons •
- Forged Con Rods •
- Stainless Steel Manifolds and Exhaust Systems •
- Modified Cylinder Heads •
- Poly Sport Bushes •
- Performance Brakes •
- Up-rated Intercoolers •
- BMC Filters •
- Goodridge Brake Lines •
- Complete Gasket Sets •

**Large selection of refurbished
parts inc cylinder heads,
gearboxes and engines.**

Unit 4, Redland Industrial Estate
Station Hill, Oakengates, Telford, Shropshire, TF2 9JX

TELEPHONE: 01952 618419

Email: cgbsales@btconnect.com

WWW.CGBMOTORSPORT.NET



Unit 25 Allshots Enterprises
Woodhouse Lane, Kelvedon
Essex, CO5 9DF

01376 583179

Clio RS, Megane RS, Twingo RS, Clio16v / Williams & 5 GT Turbo



TURBO CONVERSIONS

PERFORMANCE PARTS

SERVICING / WORKSHOP SERVICES

ROLLING ROAD / DYNO SERVICES

ECU PROGRAMMING (REMAPS)

ONLINE SALES

www.engine-dynamics.com

Register (create new account) on our website and use Discount
Code: **PFCAD** during registration to receive a discount.



www.facebook.com/enginedynamics

BRENTACRE INSURANCE



01792 650 933
WWW.BRENTACRE.CO.UK



28 YEARS SPECIALISING IN INSURANCE FOR:

- ⌚ MODIFIED CARS & VANS
- ⌚ PERFORMANCE VEHICLES
- ⌚ SPECIALIST CARS
- ⌚ CLASSIC CARS & VANS
- ⌚ PURPOSE BUILT VEHICLES

KEY FEATURES

- ⌚ HIGHLY COMPETITIVE PREMIUMS
- ⌚ LIMITED MILEAGE DISCOUNTS
- ⌚ AGREED VALUATIONS
- ⌚ MODIFICATIONS COVERED LIKE-FOR-LIKE
- ⌚ COSMETIC MODS ADDED ADMIN-FREE

BRENTACRE INSURANCE SERVICES LIMITED ARE REGISTERED IN ENGLAND AND WALES AT CAMBRIAN HOUSE, CAMBRIAN PLACE, SWANSEA, SA1 1RH WITH COMPANIES HOUSE NUMBER 02081054 AND ARE AUTHORISED AND REGULATED BY THE FINANCIAL CONDUCT AUTHORITY - NUMBER: 307060

SJM AUTOMOTIVE LTD RENAULT SPORT SPECIALISTS

SERVICES:

Routine maintenance
from £135

Engine builds

Remapping from £165

Performance upgrades
from £399

Handling packages
from £199

Timing belt changes
from £295

Camshaft installation
from £699



Tel: 07969 124504

email: sjmautomotiveltd@gmail.com

Unit 6, Thomas way, Glastonbury, Somerset BA6 9LU





RENAULT MOTORSPORT PARTS SPECIALIST

Motorsport suspension and brake upgrades:

- Adjustable wishbones ■ Anti-roll bars kits
- Bearing conversion kits ■ Top mounts and strut braces
- Wheel alignment products and shims

High quality racing exhaust manifolds and systems

- All stainless, lightweight competition exhausts

Race engine parts and ancillaries

- Air-conditioning deletion kits
- Upgraded engine mounts
- Throttle body kits
- Clutch and flywheel kits
- Performance engine packages and kits coming soon...

Precision gear linkage kits

Lightweight body panels



Tel: 01841 531102

www.pure-motorsport.co.uk

enquiries@pure-motorsport.co.uk

www.facebook.com/puremotorsportuk

Extra
10%
OFF

Brand New Obsolete Body Panels and Glass in Stock



Brake Discs from £29.99



Radiators from £59.99



Air Filters from £2.99

We have a huge selection of hard to find Genuine Peugeot parts for 205, 206, 207, 306, 307, 309, 405, 406 and 407 models.

Lots of **205 cc** parts in stock and at unbelievable prices.

Just let us know what you need!

You can also buy online via our

ebay shop

CELEBRATING 40 YEARS AS A PEUGEOT DEALER 1975-2015

John Harrison (Lowdham) Ltd
Southwell Road, Lowdham, Notts, NG14 7DS
www.johnharrisongroup.co.uk
parts@johnharrisongroup.co.uk

CALL STEWART ON

0115 966 4112





RENAULT TURBO OWNERS CLUB



The Renault Turbo Owners Club was established in 1993. Membership is beneficial for all Renault Turbo Drivers from the Gordini and Alpine to the newest Megane and Twingo Turbo models.

The club offers members a place to discuss their cars, sharing enthusiasm and knowledge with like minded individuals. Another benefit is the money saving opportunities available from the club's list of contacts offering discounted prices on parts and services.

We arrange a broad spectrum of events to appeal to everyone. For more details check out the events section of the website. Also, Club Members and Area Representatives organise meetings in your area - these are an excellent opportunity to get together for a chat and share some stories.

For more information log onto www.rtoc.org

MOTOR INSURANCE THAT PROTECTS YOUR PASSION.

Because we know you're not just insuring a car,
you're insuring a lifestyle.



Policies Can Include:*

- ✓ Modifications Cover
- ✓ Limited Mileage Discounts
- ✓ Agreed Value Cover
- ✓ Free Motor Legal Expenses
- ✓ UK & EU Breakdown



**CALL HIC NOW ON
0800 678 1509**



hertsinsurance.com

Herts Insurance Consultants Ltd
is authorised and regulated by the
Financial Conduct Authority No 309073
* Subject to policy selection and Terms & Conditions

Juicy

Details

Our Passion is Car Care

ALSO TRADING AT
**PERFORMANCE
frenchcars**
DONNINGTON
SEPTEMBER 27TH



www.juicy-details.co.uk

BRING THIS COUPON WITH YOU
TO RECIEVE YOUR 10% DISCOUNT

FIND THE THRILLS

DISCOVER THE MOST POWERFUL, EXOTIC
AND EXTREME CARS IN THE WORLD

14-17TH JANUARY 2016
NEC BIRMINGHAM



BOOK NOW

PERFORMANCECARSHOW.COM
0844 581 1324



Anthony Colard



Facebook cars

We want to see your Facebook pics!

Simply upload a large, decent quality image of your French car to the PFC Facebook page and we'll include our favourites in each issue of the magazine. So what are you waiting for? Get uploading those pics.



Andi Sta



Ben Savage



Daniel Admon



Harley Jones



Harrison Varney



Clark Chambers



James Williams



David Hammersley



Kyle Glen



Lee Aston's girlfriend



Tiffany Braggins

Brought to you by Ultimate Dubs UK - 1st November 2015

ULTIMATE Stance

featuring...
wheelwhores
showcase

WHEELWHORES.COM

1st November
2015

Telford International Centre,
Telford TF3 4JH

- Club Stands
- Indoor and Outdoor Show & Shine
- Trade Stands
- Special Vehicle Displays
- Demo Vehicles
- Plus Much More...



Premium indoor event for the UK and Europe's Ultimate Stanced Cars
Advanced Tickets - £12.50 - Available at www.ultimate-stance.co.uk
info@ultimate-stance.co.uk



NEXT ISSUE

PERFORMANCE
frenchcars

**JAN/FEB ISSUE ON SALE
03/12/15**

Can't find PFC? PFC is only available at
WH Smiths, selected branches of McColls
and by subscription at:
www.performancefrenchcars.co.uk

590BHP R5 GT TURBO

INSANE DRAG RACER IS LET LOOSE AT SANTA POD

(Yes, this time it's really in the mag!)



**PLUS: ORIGINE RS REPORT, GENUINE PUG T16, THE
LATEST NEW TUNING PARTS AND MUCH MORE...**

**The contents of next month's PFC may be subject to change*

Cheaper Car Insurance

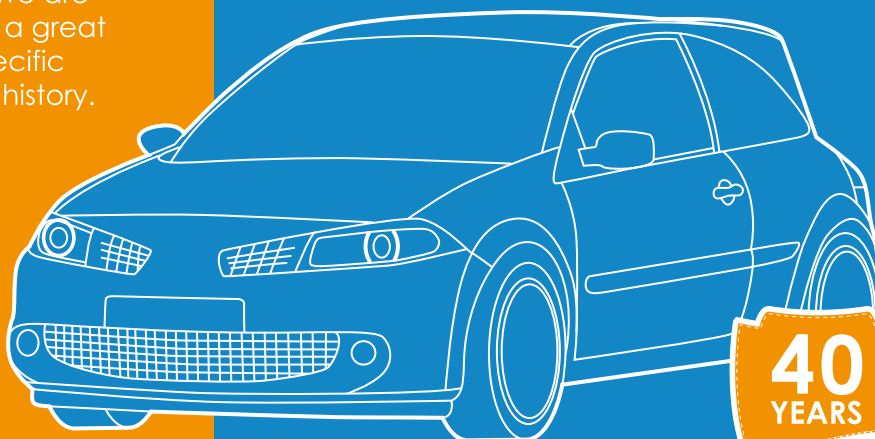
Adrian Flux know how much you love your car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.



0800 081 8989
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Performance French Car Insurance



Benefits available include:

- FREE Legal Cover
- Modifications Cover
- Breakdown Cover
- Agreed Value
- Club Member Discounts
- Limited Mileage Discounts

Get more from your

PEUGEOT

& join the Peugeot Sport Club

Only
£20
per year

Formed in 1985 as the Peugeot GTI club, the club still has the same purpose – to provide a means for enthusiastic Peugeot owners to get together and enjoy their cars.

No other club offers all these benefits:

- Regular full colour magazine
- Event trips in the UK and Europe
- Club website and exclusive members only area
- Discounted Club member insurance
- Discounts on breakdown membership
- Network of local groups & activities
- Non profit making- (all income goes towards improving the club for it's members)
- Exclusive Club merchandise
- Online Club shop
- Discounted track days
- Huge range of discounts
- MSA membership
- All Peugeot Sport models welcome
- **RUN BY MEMBERS FOR MEMBERS**

To join, send a cheque for £20 payable to PSCUK, addressed to Peugeot Sport Club UK, PO Box 1410, Coventry, CV3 2WS

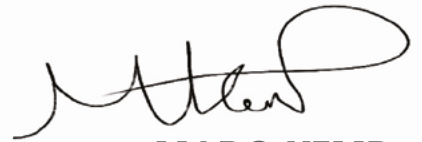
Or visit our secure online shop at:
WWW.PSCUK.NET



CLUB UK
PEUGEOT
SPORT

KW clubsport

"If you want to finish on first place,
you need KW inside.
KW just works and never lets me down."



MARC KEMP

"Time Attack" driver



BECAUSE WE DON'T **DRIVE**
JUST ANY CAR
EITHER

FOR EVERY DEMAND THE PERFECT SUSPENSION.

KW automotive UK Ltd
Phone: 0870 990 7536
Fax: 0845 021 2548
eMail: info@KWautomotive.co.uk



www.KWautomotive.co.uk